



THE lighthouse tender U. S. S. Tulip, 174 foot vessel, disputes the "New Haven's" right-of-way at New London.

• In This Issue •

Patents . . . New England Must Be Fed . . . Bristol  
 News Forum . . . Departments . . . Hints for Exporters  
 It's Made in Connecticut  
 Business Pattern . . . Service Section

# CONNECTICUT INDUSTRY

NOVEMBER  
 1938

# T. A. D. JONES & CO., Inc.

NEW HAVEN, CONN.

BRIDGEPORT, CONN.



NEW HAVEN TERMINAL

DISTRIBUTORS

BITUMINOUS COAL

INDUSTRIAL FUEL OIL

SERVING SOUTHERN AND WESTERN NEW ENGLAND

VIA

RAIL—WATER—TRUCKS

# CONNECTICUT INDUSTRY

November . . 1938

VOLUME 16      NUMBER 11

L. M. BINGHAM, Editor

## MANUFACTURERS' ASSOCIATION OF CONNECTICUT, INC.

Published monthly by the Manufacturers' Association of Connecticut, Inc., with executive offices at 50 Lewis Street, Hartford, Connecticut. Entered as second-class matter January 29, 1929, at the post office at Hartford, Connecticut, under the Act of March 3, 1879. As the official magazine of the Manufacturers' Association of Connecticut, Inc., it carries authoritative articles and notices concerning the Association activities. In all other respects the Association is not responsible for the contents and for the opinion of its writers. Subscription Rates: \$4.00 for 3 years; one year, \$1.50; 20¢ a copy. Subscribers should notify publisher promptly of changes in address. Advertising rates on application.

### OFFICERS

E. KENT HUBBARD . . . *President*  
JOHN H. GOSS . . . *Vice-President*  
H. D. FAIRWEATHER . . . *Treasurer*  
C. L. EYANSON . . . *Sec. & Asst. Treas.*

### BOARD OF DIRECTORS

P. E. BARTH	E. C. STEVENS
SUMNER SIMPSON	JAMES E. BRYAN
C. L. CAMPBELL	CHAS. A. SAXTON
F. R. HOADLEY	R. E. PRITCHARD
FREDERICK KELLER	EDWIN S. TODD
F. H. GRIFFITHS	EDWIN PUGSLEY
H. H. RAPP	HARRY McLACHLAN
F. C. LUCE	GRAHAM H. ANTHONY

### COMMITTEE CHAIRMEN

C. H. GRANGER  
*Workmen's Compensation*  
WILSON H. LEE . . . . . *Agriculture*  
W. H. PEASE . . . . . *Traffic*  
F. S. CHASE . . . . . *Power and Waterways*  
JOHN H. GOSS . . . . . *Research*  
E. KENT HUBBARD . . . . . *Legislative*  
F. S. CHASE . . . . . *Highway Safety and  
Scenic Restoration*  
JAMES E. BRYAN . . . . . *Foreign Trade*  
C. F. HOLLISTER . . . . . *Finance and Taxation*

### ADMINISTRATIVE STAFF

C. L. EYANSON  
*Assistant to the President*  
L. M. BINGHAM . . . . . *Commercial Secretary*  
N. W. FORD . . . . . *Traffic Manager*  
A. C. HINE, JR. . . . . *Foreign Trade Sec.*  
MYRON L. CARLSON

### DEPARTMENTAL STAFF

M. R. RAITES	R. M. ZUGER
R. C. JOHNSON	M. T. MONTGOMERY
K. M. EDGERTON	D. N. LOUCKS
A. M. MURPHY	J. I. ANGUS
A. D. MIGLIORA	M. E. HOGLUND

## The Railroad Program

By E. KENT HUBBARD

Without attempting to judge the merits of the conclusions reached by the Emergency Board, appointed by the President on September 27, 1938, it appears, at least to the extent the Board was influenced in its decision by one of its five findings—"a wage reduction in the railroad industry would run counter to the trend of wage rates in industry generally"—that the railroads have been called upon again to make a very substantial sacrifice for the benefit of workers engaged in industry as a whole.

It is to be hoped therefore that the "understanding" between railroad management on the one hand and the President and railroad labor on the other, will result in remedial railroad legislation of substance, in return for withdrawal of pay cuts, rather than merely an empty gesture.

It is gratifying to find that the railroads have recognized at last that a liberal government lending program, although possibly necessary to afford quick financial relief, is nothing more than a temporary expedient. It should not be considered an important part of a long-range program of rehabilitation, since it constitutes another milestone on the road to government ownership if continued to a substantial degree.

It lies peculiarly within the realm of the federal government to aid the railroads by repeal of the statute providing land grant rates. These laws were enacted in 1876 establishing a basis of 80% of the commercial rate for the carriage of mail over land grant mileage (located principally in the west). Since 1879 the rate to the government for the transportation of materials (including such items as the movement of cement to Boulder Dam or T. V. A.) and troops has been 50% of the commercial rate. For many years this has resulted in annual savings to the federal government of an estimated ten million dollars or more. If, as estimated, the one hundred thirty million acres of land ceded to the railroads had a value at the time of the grants—1850 to 1871—of one hundred and twenty-three million dollars, it follows that the government has been repaid many times for its original investment which was considered essential at the time for the settlement and development of the country.

With certain other portions of the railroad legislative program I am not in full accord. The proposed repeal or emasculation of the Fourth Section of the Interstate Commerce Act, is, in my opinion, shortsighted and not in the best interests of the carriers serving the eastern territory. Should the railroads evolve a sound legislative program conducive to the best economic interests of all parties concerned, then industry should lend its support to its enactment.

# CONNECTICUT PATENTS

A partial list of patents issued to Connecticut inventors during September, as compiled from Patent Gazettes by the office of Louis V. Lucia, Patent Attorney, Hartford.

- Roland L. Lincoln, Assignor to Hoffman Specialty Co., Waterbury, "Self-Cleaning spray nozzle".
- Richard B. Montgomery, Derby, Assignor to American Brass Company, Waterbury, "Hot workable bronze" (2 Patents).
- Adolph C. Pacher, East Hartford, "Lathe Dog".
- Harold E. Schleicher, Elmwood, Assignor to Arrow-Hart & Hege-man Elec. Co., Hartford, "Resettable Switch".
- Charles H. Schneider, Poquonock, "Electric Switch".
- Lester C. Smith, West Hartford, Assignor to Spencer Turbine Co., Hartford, "Rock Drill Hood".
- Emerson H. Tompkins and J. H. Tobler, Assignors to Scovill Mfg. Company, Waterbury, "Dispensing Nozzle".
- Lewis H. VanBilliard, Bridgeport, Assignor to General Electric, "Lead-in for Radio Receivers".
- Henry E. Voegeli, Cheshire, Assignor to American Brass Company, Waterbury, "Metal Wall Facing".
- Jack Meltzer, Putnam, "Slipper".
- Hans A. Philips, Stratford, Assignor to American Fabrics Co., Bridgeport, "Lace Scarf or Similar Article" (3 Patents).
- Charles E. Blizard, Assignor to Winchester Repeating Arms Co., New Haven, "Tubular Magazine Repeating".
- Edward P. Bullard, III, Fairfield, Assignor to Bullard Co., "Machine Tool Coolant Distribution".
- Edward S. Dennison, New London, Assignor to Electric Boat Company, Groton, "Exhaust Valve Means".
- Joseph W. Dews, Waterbury, Assignor to Scovill Mfg. Co., "Laundry-proof resilient socket".
- Arthur S. Dysart, Farmington, "Eraser Holder".
- George H. Henrietta, Torrington, "Register".
- William E. Messer, Cheshire, Assignor to U. S. Rubber Products, Inc., New York, N. Y., "Vulcanization of Rubber".
- Arthur E. Viens, Hartford, "Loose Leaf Binder".
- William F. Costello, Assignor to New Britain Machine Co., New Britain, "Display Stand or Similar Article".
- Albert J. Komenak, Assignor to Excelsior Hardware Co., Stamford, "Closure Fastener".
- Paul M. Christensen, Newington, Assignor to Colt's Patent Fire Arms Co., Hartford, "Automatic circuit breaker".
- William Christian, Milford, "Display card holder for Merchandise".
- William J. Gruner, Naugatuck, Assignor to U. S. Rubber Products Co., New York, N. Y., "Hip Boot".
- Joseph Jacobs, Bridgeport, Assignor to A. J. Donahue Corp., Milford, "Hair Curler".
- Morris H. L. Jacobsen, Guilford, Assignor to American Tel. & Tel., "Shifting strands and cables on poles".
- Louis V. Lucia, West Hartford, Assignor to Lucup Corp., Brooklyn, N. Y., "Paper Drinking Cup".
- Jacob W. Ogden, Springdale, Assignor to Pitney-Bowes Postage Meter Co., Stamford, "Time tripping device" (2 Patents).
- Verneur E. Pratt, Stamford, Assignor to Plant Liquidation Corp., "Projection Apparatus" (2 Patents).
- Joseph Sachs, West Hartford, Assignor to Colt's Patent Fire Arms, "Automatic circuit breaker".
- Alexander H. Trumbull, Stratford, "Circle Ball Game".
- Charles A. Wheeler, Bridgeport, Assignor to City of Bridgeport, "Traffic Officer's Garment".
- Laurelle Guild, Darien, Assignor to Electrolux Corp., Dover, Del., "Cover for vacuum cleaner or similar article".
- Alfred G. Kintz, Wallingford, Assignor to International Silver Co., Meriden, "Spoon or other article of flatware".
- Samuel Alexander, Hartford, "Pillow Rest".
- Arthur F. Casey, South Norwalk, Assignor to Tower Optical Co., Inc., Norwalk, "Coin Controlled Binoculars".
- John Cavanagh, East Norwalk, Assignor to Hat Corporation of America, Norwalk, "Sweat Band".
- Russell Chico, New York, N. Y., and G. R. Porter and G. Webb, West Hartford, Assignors to Colt's Patent Fire Arms, Hartford, "Dishwashing Machine".
- Cornelius J. Crowley, Assignor to Seamless Rubber Co., New Haven, "Bathing Cap".
- William A. Dobson, Hartford, Assignor to Underwood Elliott Fisher, New York, N. Y., "Type-writing Machine".
- Paul E. Fenton, Thomaston, Assignor to Scovill Mfg. Company, Waterbury, "Fastener Assembly".
- Arthur H. Goepel and P. F. Donahue, Waterbury, "Coupling connection for pipe joints and making same".
- Norman Hedley, Old Greenwich to American Cyanamid Company, New York, N. Y., "Cyanidation of precious metals".
- Allan C. Hoffman, Milldale, Assignor to Scovill Mfg. Company, Waterbury, "Lipstick Container".
- Herbert C. Jennison, Bridgeport, Assignor to American Brass Co., Waterbury, "Admiralty Condenser Tube".
- Maurice H. Pease, New Britain, and D. A. Keating, Bridgeport, Assignor to Stanley Works, New Britain, "Rolling Mill Drive".
- Joseph Sachs, West Hartford, Assignor to Colt's Patent Fire Arms Co., Hartford, "Automatic circuit breaker" (2 Patents).
- Cyril S. Smith, Cheshire, Assignor to Anaconda Copper Mining Co., New York, N. Y., "Improving the surface of copper and copper alloy castings".
- Jesse A. B. Smith, Stamford, Assignor to Underwood-Elliott Fisher Co., New York, N. Y., "Typewriting Machine" (2 Patents).
- Austin L. Stowell, Assignor to Stanley Works, New Britain, "Coilable Measuring Rule" (2 Patents).
- Walter J. Tiskey, Assignor to Robertson Paper Box Co., Inc., Montville, "Display Box".
- Herbert W. Whitaker, East Hartford, "Cover for Receptacles".
- Alexander G. Whitehead, East Hartford, Assignor to Niles Bement-Pond Co., "Cross Feed Mech. for Lathes".

(Continued on page 27)



# NEW ENGLAND MUST BE FED

**Editor's Note.**—In this article *Connecticut Industry* has attempted to highlight what is generally considered to be the greatest feat of emergency railroad construction in modern times—the rehabilitation of some 30 miles of the New Haven's Shore Line track and numerous bridges in 293 hours after the recent hurricane and flood disaster. To portray in story form the individual roles of a cast of some 5,000 who played in this epic would require months of research and far more time and space than at our disposal. Between the lines, then, must be read that superb performance from captain down through the private ranks which together swelled the mighty chorus—New England Must Be Fed.

Honor and high tribute to the management of the "New Haven" Road and their hard driving workmen, are due, the more, in the light of its grave financial condition during its hour of trial. That its financial weakness was overcome by the inherent strength of its management as exemplified by its stellar performance, should increase the hope that better days are ahead for The "New Haven", the breadline of New England.

No less heroic were the performances of public utility executives and men in the rapid restoration of essential power and communication lines. But to do ample justice to the deeds of these repairmen, warrants another story which we are planning for the December issue of *Connecticut Industry*.

ON October 5, in the late afternoon, or just twelve days and five hours after New England's worst disaster had ripped to shreds some 30 miles of the New Haven's main Shore Line between Westerly, R. I. and Niantic, Connecticut, the rebuilt single track again felt the beat of double-header iron hoofs as they sped eastward toward Boston with their hunger-thwarting cargoes.

Hidden behind this simple statement of fact is a tale of heroism that seeks in vain a parallel in the annals of mod-

ern railroading, and of work-speeds to be compared only with the rival gangs of Irish and Chinese who built the first transcontinental rail line.

From the night of September 21 when Vice President Frank J. Wall, in charge of the New Haven's traffic department, threw the first contingent of his army of workers into the field to bring order out of chaos, until the lusty cheers of tired workmen marked the first train movement toward anxious Boston, executives, foremen and men worked without sleep. They whipped themselves forward to clear rails and trestles, build bridges and



"NEW HAVEN" track at Wequetequock River, between Westerly and Stonington.

move "mountains of rock" as the cry echoed from President Palmer's office down to the lowliest crew, "New England Must Be Fed". Bearded, red eyed and blistered on hands and feet, still this band of heroic workers labored on in a race to free jams and get freight rolling before perishables spoiled. The valiant efforts of these men was the margin between "menus as usual" and milkless and foodless days in Boston and vicinity as well as certain other points along the Shore Line. Above all, these daring crews of repair men—nearly five thousand strong at the peak of their labors—risked their lives in order that passengers might go about their business as usual and that all New England might eat "three square meals" a day.

## Expense No Object

The night of September 21 was at once a night of pandemonium and of rapid fire planning. Besides losing some 30 miles of its Shore Line track, the "New Haven" found its communications cut off and telephone and telegraph lines down. Nerve centers of all New England railroads were paralyzed. Sensing the gravity of the situation, the New Haven mobilized on a war time basis and in a few short hours began to throw its forces into the field with reckless abandon insofar as expense was concerned. Regular working schedules were forgotten as employees went on 24 hour duty.

At first the complications seemed almost insurmountable without tremendous losses. On the rails en route to destinations were thousands of cars of foodstuffs—butter, eggs, flour, meat, fruit of all kinds—besides thousands of other commercial shipments in transit, with frantic consignees beseeching the railroad for information. Every available man was hired and put to work in the gigantic task of restoring roadbeds, laying new track and constructing or repairing bridges and culverts.

Working desperately day and night emergency crews had restored by September 27 two lines on the New York route—one from Hartford via Willimantic and Providence to Boston and another from New Haven via Middletown, Willimantic and Putnam. Long freight trains laden with food were immediately shunted over these routes. By October 5, it was possible for the first time after the hurricane and tidal wave, to move both passengers and freight all the way by rail between Boston and New York but only over single track. Both freight and passenger service on both tracks was restored on Sunday, October 9, except for the resumption of the two speed merchants—the Merchants Limited and Yankee Clipper. All through the emergency the New Haven operated on its five trains a day schedule even though devious routes had to be taken.

## Unraveling the Jam

In its successful attempt to "move mountains" and keep customers reasonably happy under the circumstances, the New Haven pressed into service every agency including short wave radio stations and operators. The road also installed and leased private



**"NEW HAVEN"** tracks at Niantic near depot. Note how tidal wave sliced out roadbed like a giant piece of cake.

lines from the telephone company to provide communications between the company's South Station offices, Cedar Hill and points in between. These arrangements were made for the sole purpose of tracing and routing of shipments. Operators with head sets were on duty in emergency stations 24 hours per day in order to guide passenger and freight trains safely and rapidly along their proper routes, and to give out accurate information concerning shipments to hundreds of inquiring shippers and receivers of freight. Some idea of the magnitude of this information problem may be gained by the fact that in each less-than-carload freight car there are usually as many as fifty shipments. This meant, in many instances, giving out information to as many as fifty shippers and fifty anxious receivers of freight for each car, not to mention the hundreds of other calls about carload freight. In one office at the South Station, Boston alone, 47 calls an hour was the average and in various other offices as many as 250 calls an hour were received throughout the 24 hour schedule.

To add more wood "to the fire" the classification yards at Cedar Hill, Connecticut, where the capacity is 10,000 cars, were jammed with long trains of merchandise from the Middle West, West and South. Pending delays would have meant losses to merchants and shippers, but resourcefulness on

the part of New Haven executives and men overcame these hurdles, many of them in the nick of time. Other receivers of freight will never know the lengths to which crews and trainmen went to deliver their goods before losses occurred.

During the extreme emergency

period, New Haven officials in Boston kept their 28 offices and other sections informed of the progress of various shipments. This information was obtained through a perfectly functioning emergency car tracer service which located emergency or perishable goods in the various jammed freight yards. Immediately after location of such goods preference was given to their movement in order that they might arrive at destination before losses occurred.

During the peak of the jam, a spectator unacquainted with the causes, might have concluded readily that prosperity had surely returned, for at freight houses hundreds of trucks and workmen were jammed together at delivery doors, working day and night unloading cars.

#### The Dam Relief

When the first single or westbound track of the Shore Line was opened to traffic, ponderous freight trains pulled by one and sometimes two three-cylinder mountain-type locomotives, began rolling out of the Cedar Hill yard on their way toward Boston. These first trains were made up of from 100 to 135 cars containing beef, some foodstuffs of all types and a quantity of construction material. The first freight train which moved late Wednesday, October 5, carried approximately 5,000 tons of freight. On Thursday, October 6, the day actually



**RAILS** of "New Haven" take "lower berth" at Niantic below depot toward New London.

considered as the opening day for complete movement of freight between New York and Boston on the west-bound track, approximately 90,000 tons of freight were hauled on 20 large trains. During those first hectic days a sufficient number of loaded freight cars rolled into Boston which, if coupled together, would have made one train reaching the entire 40 miles between Boston and Providence.

Although it was imperative to move the emergency freight first, such movement also served as a rigid test of the new construction, which gave double assurance to travelers who rode the early passenger trains. In order to give right of way to the movement of emergency freight, passenger movement was limited to not more than six trains a day operating over the single rail, with running time extended to approximately 6 hours.

#### Drama of Reconstruction

It is exceptionally difficult to paint a true picture of the magnitude of the reconstruction work accomplished by the railroad's crews. Only an eye witness could visualize the actual conditions which existed during the first few days after the hurricane and tidal wave. From the bridge over Wequetequock River between Westerly, R. I. and Stonington, Connecticut, to the end of Niantic Beach about five miles beyond New London, lay a stretch of nearly 30 miles of stark ruin of road-



**DUMPING** rock fill along tracks at Niantic. Hand shoveling was required.

beds, tracks and bridges. In some places rails were twisted wreckage and in others, as at Niantic Beach, long stretches of rails and ties were deposited several yards seaward as the tidal wave completely removed hundreds of yards of roadbed. (See accompanying illustrations in article.) East bound tracks from New York to Boston,

took the brunt of the damage from the elements because of their closer proximity to the unprotected coast line.

One of the greatest tasks facing the New Haven when it began reconstruction work was to locate its land, for much of it was inundated when the storm changed the contour of the coast line. In many places, the road's workmen had to fill in land from the new tide mark points back to where the tracks were originally in order to get back on the old right of way. Thousands of carloads, millions of tons of fill and rock, were required to restore the grading to its original level.

Wherever the road owned sufficient land to permit, new trackage was laid out, and the old, torn and bent into snake-like shapes, was left where it was tossed by the elements for later removal. However, much of the old trackage was salvaged and replaced by jacking it up and restoring the fill. Unappreciated, by many layman, is the fact that much of the restoration work was performed by hand labor. At the height of construction, the New Haven had approximately 5,000 workers scattered along the Shore Line, many of whom were Mexican track laborers imported from the Southwest. They made a colorful picture in contrast with the local denim-garbed workers.

In order to keep this giant force constantly on the job, temporary con-



**A CLOSE-UP** of repair crews at work at Niantic Beach.



struction camps of tents were pitched alongside the tracks while Pullman cars housed others. A staff of 20 cooks was required to feed them.

Restoration of trackage was slowed down materially due to the fact that the line had to be completely rebuilt, in many instances, before trains carrying rock and dirt could proceed into the area to finish the job. Likewise washed out and wrecked bridges had to be repaired, thus further hampering the speed of reconstruction, since many other sections of the road could be reached only by passing over these bridges. In many cases, as in New London and Stonington, work could not proceed until boats had been removed from the right of way, a task usually for the owner or the Coastguard.

The most stubborn of these obstacles which had to be removed from the Road's right of way was the U. S. Lighthouse Service vessel, Tulip, the 174 foot steamer carried by the tidal wave onto the New Haven right of way. The bow of the ship (see front cover of this issue) had completely covered the eastbound track, and as the waters receded, was slowly turning around toward the westbound rails when a group of railroad workmen noticed the ship's movement. Immediately giant hawsers of both rope and steel were thrown around the Tulip to keep it from blocking the westbound rails, which had just been opened. Speedy action, in the nick of time, was all that prevented the back breaking efforts of New Haven workers from September 22 through October 5 from coming to naught insofar as reaching their objective was concerned—opening up one track from New York to Boston. The grip of the giant hawsers permitted trains to pass the Tulip by a clearance of 18 inches. Dynamite was later used to dislodge the boat and send it back through a special channel which had been dredged for the craft.

In order to shorten the time of building one connecting rail link between Boston and New York, workmen built separate bridges for each of the two tracks instead of replacing them with the one structure which existed before the storm. Both structures are now being joined together.

One of the many unusual feats accomplished during the New Haven's feverish reconstruction period was the holding of what was left of the Wequetequock River bridge span for 8 days by means of a crane, so that this part of the structure could be slipped into place when the underpinning was

## New Haven Property Damage "At A Glance"

1. Loss of 7 bridges between Saybrook and Stonington and damage to others. Wash-out of 11,000 feet main line and 2,600 feet of double track in same area.
2. Similar damage to lesser degree between Westerly and Providence.
3. At New Haven, Freight house demolished and 2 storehouses and engine terminal seriously damaged.
4. New Haven to Springfield line blocked by fallen trees, bridge damage at North Haven and serious washouts at Windsor Locks.
5. Hartford to Boston line via Willimantic had serious wash-outs at Manchester, Vernon, Willimantic and Putnam.
6. Cedar Hill to Willimantic line had serious wash-outs including 1,700 feet of shoulder at Middletown.
7. Willimantic to Providence line had serious wash-outs between Willimantic and Scotland as well as other damage.
8. New Hartford, Litchfield, Valley, Berlin-Middletown, Rockville and several other branches had serious wash-outs.
9. Danbury to Pittsfield, Devon and Ansonia and Groton to Worcester, tracks suffered wash-outs.
10. Poquetonnock drawbridge at Norwich badly damaged.
11. Freight house destroyed at Norwich, Putnam and Windsor Locks.
12. At New London engine terminal heating plant, garage and several small buildings demolished.
13. Station property at Niantic,

Mystic and Stonington badly damaged.

14. All communications and signal circuits in storm area either destroyed or seriously damaged. Electrical apparatus badly damaged by water.

15. Damage to rear cars of New York to Boston train caught and derailed by tidal wave at Stonington.

16. Entire railroad system in storm area blocked by fallen trees, telephone poles, boats and general debris.

17. Summary of reconstruction: Entire reconstruction of 3 bridges and extensive repairs to 4 others on Shore Line between Groton and Worcester; rebuilding of 2,600 feet of track via Shore Line; raise crib and restore washed out track Saybrook to Westerly, 11,000 feet; Groton to Putnam, 6,300 feet; Hartford to Putnam, 8,100 feet; Hartford to Saybrook, 3,200 feet; Cedar Hill to Willimantic, 3,000 feet; New Hartford Branch, 2,000 feet.

18. 1,294 cars of fill used on Shore Line and 1,400 cars elsewhere in Connecticut. 5,000 cars of fill used on entire system.

19. 1,200 trees, 700 poles and large number of boats and debris removed from tracks.

20. 5,000,000 feet of communication and signal wire and large number of motors, relays and other electrical appliances installed.

21. Estimated cost of immediate repairs in Connecticut \$816,000; in New England approximately \$3,386,550 including lost revenue.

ready. This ingenious idea saved many valuable days in putting into service the first vital New York-Boston link of the Shore Line.

Another important bridge wrecked along the Shore Line route was at Lord's Point, just a few rods west of Stonington station, where again the workmen first built a single bridge span for the westbound track. Much work in Stonington was caused by removal of heavy fishing boats and a dozen good sized pleasure craft from westbound rails, as well as a number of the New Haven passenger cars which had been derailed due to sinking

of the road bed and one end of the bridge span. It was only by the quick action of the engineer, it is believed, that the lives of some 400 passengers were saved. After the derailment of the rear cars, he quickly transferred the passengers to the two cars ahead pulling them to safety with the loss of only one trainman and a passenger.

### Trouble Elsewhere

Trouble also dogged the steps of the New Haven on other lines. At Windsor Locks a train bound for Boston was stalled for 16 hours hemmed in at both front and rear by



trees and telephone poles. From the diminishing supplies of food the passengers were fed in the evening and again in the morning until an emergency engine got through from Hartford returning the train to that city.

Hundreds of telephone poles and trees also had to be removed on other lines before any trains could pass. The road's communication facilities were all but disrupted by some 1,200 trees which fell across the railroad's telephone wires, cutting them down, and more than 700 telephone poles were grounded. In addition more than 200 of the individual telephones were under water during the flood putting them completely out of order. A survey by the New Haven showed that almost 1,000 miles of telephone wire, or more than 5,000,000 feet had to be restrung before communication facilities could be entirely restored. The Road's private telephone system requires the use of 20,000 miles of wire connecting some 4,000 telephones at every station on more than 2,000 miles of railroad.

As further indication of the New Haven's stellar performance during the hurricane and flood emergency the following are typical. Wash-outs between Hartford and Willimantic, between Willimantic and Putnam, necessitated the handling of traffic by the seldom used Air Line Division via New Haven to Willimantic. During a period of 24 hours, after the wash-outs, 891 loads were handled by some 23 trains over the Air Lines Division. During the first few days after the hurricane, it was necessary to transport passengers by motor bus between Saybrook and Westerly, and for the following seven days to transport them by motor bus between New London and Westerly. During a nine day period more than 22,000 passengers were handled in this manner, and on one occasion 578 passengers moving eastward between Boston and New York were transferred between train and motor bus in 17 minutes. At the same time more than 400 passengers were being transported between these points in the opposite direction.

#### Human Interest

If time permitted the interviewing, hundreds of intensely dramatic human interest stories could be written about the experiences of various executives and crew members on duty during and immediately after the hurricane and tidal wave. They would tell of mental torture undergone by men and women



SCENE of havoc along the New Haven tracks at the waterfront, New London.

who missed death by a hair's breadth, of physical performance seemingly superhuman and of mental agility seldom observed in the normal walks of life. They would tell also that natural forces running rampant can destroy any man made object, and that a tidal wave is capable of tossing around huge boulders 7 to 8 feet in diameter and heavy lead billets on the surface of the water like chips in a choppy lake. Likewise they would tell of the anxious moments of New Haven executives and of the trainmen's families on the night of September 21 when no word had been received from the crews of three trains and of the desperate efforts of these trainmen and of their families to gain communication one with the other. Many of these stories have been told word of mouth by executives, trainmen and work crews, but few

have reached the public press as in the case of similar stories told by survivors of the tidal wave and hurricane along the Rhode Island and Connecticut shores.

#### Summary

From the horrible afternoon and night of September 21 until October 28 when New Haven trustees were informed that the New Haven had estimated losses from hurricane, tidal wave and flood aggregating over \$3,386,000 including lost revenue, officials of the Road as well as the rank and file workers had made railroading history with honor unsurpassed. They had literally accomplished the impossible by moving freight some two weeks before the most optimistic observers believed possible. By a con-

(Continued on page 24)

# BRISTOL

*Editor's Note.* This is the 15th in a series of articles describing the background and growth of Connecticut's industrial cities. This illustrated article was prepared by secretary of the Bristol Chamber of Commerce.

**B**RISTOL is one of the youngest municipalities in Connecticut, as well as one of the busiest and most ambitious. From a population of 13,502 in 1910, Bristol has grown rapidly, until today the population is about 30,000.

The city covers an area of approximately twenty-five square miles. First settled in 1727 as a part of the Town of Farmington, it was later incorporated as a "church society" under the name of New Cambridge in 1744. This name was changed to Bristol when the town was incorporated in 1785. A city charter was granted by the General Assembly of Connecticut in 1911.

Many people wonder why industry ever settled in Bristol. Perhaps some of them think that, like Topsy, it just grew up. However, thoughtful people know that industrial centers do not grow up entirely by chance. There is usually a favorable geographical background which has been utilized by residents possessing foresight and abil-

ity. Both of these factors help to explain why Bristol is now a thriving industrial city.

Today the electric power that runs Bristol's machinery is generated, not from local streams, but on the distant Housatonic River. It is difficult to realize that in the early days such small streams as the Pequabuck River and North Creek were responsible for Bristol's first industries. Wherever local industry started, there was always water power. Bristol's present industries are, for the most part, situated on one of the original water sites. A few local factories still use the water, not for power, but for other industrial purposes.

Throughout Connecticut, there are other towns which possess as good or even better water power than Bristol. More than water power was needed to create an industrial Bristol. The early settlers of Bristol had the true spirit of the pioneers. They were daring and adventurous. They were compelled by circumstances to be industrially minded, for they were a long distance from warehouses. Almost everything had to be made or repaired on the farm. They used their ingenuity to devise machinery to lighten their work.

Local water power was first utilized for saw and grist mills, the earliest dam being situated near the present dam of the Bristol Brass Corporation in East Bristol. A grist mill was in

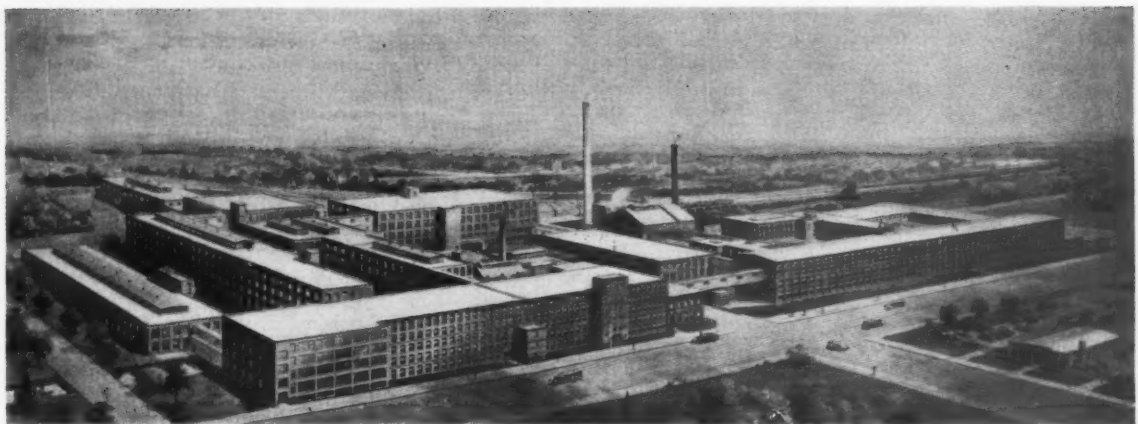
operation on this site by 1741, and this was soon followed by a saw mill on the opposite bank of the river.

The early settlers of Bristol were ambitious. Since only the most meager living could be obtained on the early farms, the only way to get ahead was to supplement farming with some other form of business activities. Perhaps the first industry, other than saw and grist mills, was making nails from local iron. A local iron mine which supplied the iron for the first hardware factory in New Britain was in operation as early as the War of the Revolution. However, it is probable that the mine had been discovered and utilized by colonial settlers many years previous to this.

To get a correct picture of early industrial Bristol, we must regard it as purely supplemental to farm activities. This is true of such early industries as the making of tinware, and even of the early clock factories of Bristol. It is probable that most of this early industrial activity was carried on evenings, and during the winter, with farming as the main activity during the growing season. Beyond any doubt, the urge for a better living than the farm could provide stimulated early industry in Bristol. Further, the machine age was coming in, and the Yankee inventor was soon to be noted throughout the world for his skill and ingenuity. Bristol has always been blessed with a large number of Yankee



PRESENT plants of the New Departure Division of General Motors at Bristol.



**PLANTS of The E. Ingraham Company, clock and watch manufacturers, Bristol.**

inventors who are responsible for much of its progress.

Prior to the War of the Revolution, the tinware business of Bristol already mentioned was the town's principal industry. An early assessment list of Bristol shows eleven tin shops in operation.

#### **Clockmakers**

It is interesting to note that one of these early tin shops became Bristol's first clock factory. We will never know the name of the first clockmaker in Bristol. Tradition has given this honor to Gideon Roberts. A close examination of the records indicates that clocks were made in Bristol as early as 1750. It is probable that Gideon Roberts, while living in Pennsylvania, became familiar with the wooden clocks produced by the German settlers of that region, which are similar in design to his later models made in Connecticut.

Although Gideon Roberts was not the first clockmaker in Bristol, this does not minimize his importance in Bristol's clockmaking history. His place as a pioneer in the American factory system is almost unique. Before the time of Gideon Roberts, clockmaking in Bristol was largely a winter occupation. There were no clock factories. Individual craftsmen had small shops attached to their homes. An apprentice who desired to learn the trade might be hired. The masters and apprentices made by hand everything that went into the clock. Tools were crude, and in most cases,

home-made. No two clocks were exactly alike, and the movements were not interchangeable. Under such conditions, only the wealthy could afford a clock. Before the days of Gideon Roberts, to own a clock was a mark of distinction.

Gideon Roberts was actually one of the fathers of the American factory system—a pioneer in mass production methods. Roberts, and the Bristol clockmakers who followed him, created more clocks for more people at less cost. He hastened the day when all could enjoy the convenience of a time-piece.

During the period of Roberts' activity, he reduced the price of a clock to \$25.00, which was about half the price at which a clock could be produced by the old-time craft methods.

The period from 1800 to 1825 was a transition period in Bristol clockmaking. This period witnessed the passing of the clock craftsmen and the beginning of a modern factory. Following the success of Gideon Roberts, Bristol had "clockmaking fever", and for many years, the clock industry drew unto itself all available local capital. During the fifteen years following the War of 1812, several Bristol clock factories were started which were destined to make this Connecticut village the clock center of the world. Names that should be mentioned were Chauncey Boardman, Elijah Darrow, Dr. Titus Merriman, Ephraim Downs, Levi Lewis, Thomas Barnes, Jr., John Birge, George Bartholomew, Elisha Brewster, J. C. Brown, Elisha N. Welch, Irenus Atkins, Elisha Manross, the Ives brothers, the two Jeromes, and Elias Ingraham.

These clockmakers elaborated upon

the factory system of early gunsmiths, introduced specialized machinery driven by power, made interchangeable parts, and turned out more and better clocks which were sold at lower and lower prices all over this country and abroad. They have never received proper credit for the part they played in creating mass industry in America. It is estimated that less than 15,000 clocks were made in Connecticut in 1810, while by 1836, J. C. Brown was manufacturing 100,000 clocks a year.

J. C. Brown failed in the great crash of 1857, which wiped out every business corporation in Bristol except the business of Elisha N. Welch, who began his amazingly successful career by reorganizing the industrial wrecks of this depression. The principal business reorganized by Mr. Welch was the clock business of J. C. Brown, which he greatly expanded under the title of The E. N. Welch Manufacturing Company. Throughout his life, this company was the dominant clock business of Bristol. It was through this business during the Civil War that Elisha Welch became Bristol's first millionaire.

The period of the Civil War was a disastrous one for most Bristol factories. The South had been the great market for Bristol clocks, and a profitable market was closed with the outbreak of hostilities. This largely explains why Bristol voted against Lincoln when he came up for reelection during the War period. However, Welch went through the War period, which was so disastrous for others, with marked success. He sold most of his clocks in England, receiving payment in gold. As American currency depreciated during the War period, he



had the advantage of paying for materials and labor in depreciated currency. Before the Civil War ended, Welch was a millionaire. At his death, he was worth three million dollars, probably the equivalent of twenty million dollars at the present time. Following his death, the business was taken over by his son, James Welch, who lacked all the business foresight his father possessed. In an amazingly short time, he ran the business into bankruptcy. The successor of The E. N. Welch Clock Company is The Sessions Clock Company of Forestville.

For many years, the Ingraham Company has dominated Bristol's clock business. This business was founded by Elias Ingraham, who came to Bristol in 1828. He first worked for others in the clock business, but in 1831, with William G. Bartholomew, he started the building of clock cases.

The early books of Bristol clockmakers indicate that clocks were usually sold on long time credit, running in some cases even a year. As a result, the Panic of 1837 prostrated many clockmakers in Bristol, including the Ingraham industry. By 1844, the Ingraham business was again flourishing, the partners at that time being Elisha Brewster, Elias Ingraham, and Andrew Ingraham.

During the period from 1845 to 1860, it is conceded that Elias Ingraham created more styles in clock cases than all other clockmakers com-

bined. His greatest success was the pattern known as the Sharp Gothic design. During the period following the Civil War, the Ingraham clock business was put upon a firm and lasting financial basis.

Sometime before 1883, Edward Ingraham, son of Elias Ingraham, developed and patented a black enamel finish for clocks. This finish soon dominated the market for medium priced clocks. During the following thirty years, these clocks were a standard product, and popular with the trade. In 1890, the Ingraham Company began making 30-hour lever alarm clocks. In 1913, the Ingraham Company commenced the manufacture of non-jewel pocket watches.

Since that time, the company has made several changes in this field, their improvements being the only substantial changes during the past twenty years.

During the year 1926, the E. Ingraham Company decided to manufacture wrist watches, and after three years of experimental work, production was commenced. Under normal business conditions, the Ingraham Company produces nearly eight million timepieces during a single year. How mass production has grown since the early days of the pioneer, Gideon Roberts!

The operations of the Ingraham Company are now directed by Edward and Dudley S. Ingraham, great-

grandsons of Elias Ingraham. The Ingraham factory is almost unique in Connecticut industry, inasmuch as it has been steadily expanded and successfully operated by four generations of the same family. All the stock of this large concern is privately held by members of the Ingraham family.

### Springmakers

Most of the modern industries of Bristol have sprung from the clock business. The large spring business of the Wallace Barnes Company, Division of Associated Spring Corp., had its origin in the manufacture of clock springs. Sometime before 1830, Joseph Ives evolved a unique mechanism for driving clock movements, known as the wagon spring. The exact date when coil springs were first manufactured in Bristol is not a matter of record. By 1850, most of the clocks made in Bristol were driven by coil steel springs, but wagon springs continued to be made for some years after that date.

The first Bristol coil springmaker of which we have record appears to be Edward L. Dunbar, who before 1847 had developed a method of tempering springs. The Dunbar Brothers Co., Division of Associated Spring Corp., is the modern development of Edward L. Dunbar's activities. The contemporary of Edward L. Dunbar was Wallace Barnes, whose descend-



PLANT of Wallace Barnes, Division of Associated Spring Company, Bristol.





**BRISTOL High School erected in 1922.**

ants absorbed the business established by Dunbar.

Wallace Barnes went into the spring business in 1857, and actively directed the business until his death in 1893, when his son, Carlyle F. Barnes, succeeded him. The business is now under the direction of Fuller F. Barnes and Harry C. Barnes, grandsons of Wallace Barnes.

Bristol has been very fortunate in that its leading industries have been developed by local citizens. The Barnes family own a controlling interest in the Associated Spring Corporation, which was organized in January, 1923, as a holding concern for a group of springmaking companies. These companies manufacture thousands of varieties and types of springs for every required industrial application.

#### **Roll Brass Industry**

The business of the Bristol Brass Corporation was a direct development of Bristol's growing clock establishments. When the clockmakers of Bristol stopped making wooden movements and began to use rolled sheet brass, Waterbury was a source of supply. The time came when Bristol clockmakers found that the brass mills of Waterbury were not always in a position to meet their requirements. As a direct result, the Bristol Brass and Clock Company, now the Bristol Brass Corporation, was organized.

For a long time this business was directed by Elisha Welch. During the World War it expanded greatly under the direction of the late A. F. Rockwell and the present executive, Albert D. Wilson. The plant of the Bristol Brass Corporation is located at East Bristol.

#### **New Departure Manufacturing Company**

The clock business was also responsible for Bristol's present-day major in-

dustry, the New Departure Manufacturing Company, a Division of General Motors. This business actually started in Jacksonville, Florida, where A. F. Rockwell invented a doorbell operated by clock works. On a trip North, A. F. Rockwell and his brother, Edward D. Rockwell, discussed their doorbell with William S. Ingraham, treasurer and general manager of The E. Ingraham Company. During the discussion, Mr. Ingraham suggested that since they used clock mechanisms, they move their business to Bristol.



**MAIN Building of Bristol Hospital.**



**FIRST Congregational Church, parish house and parsonage.**

Upon his recommendation, the Rockwell brothers made a contract with the H. C. Thompson Company, now operating on Federal Street, Bristol. The vast New Departure business

commenced operations in a small space in the old H. C. Thompson factory, where they assembled and shipped bells. The New Departure Bell Company was organized June 27, 1889,

and leaving the H. C. Thompson factory, commenced operations in the former George A. Jones Clock factory, located on the present site of the New Departure plant.

In this way was commenced the most remarkable development in the manufacturing history of Bristol. When bicycles came into universal use, the New Departure Bell Company found immense demand for small bicycle bells. For many years, the company also made bicycle lamps, and in 1898, A. F. Rockwell patented the New Departure coaster brake, for which there was an enormous demand. The company has always continued the manufacture of bells and coaster brakes, and the recent revival in bicycling has revived the manufacture of coaster brakes to a remarkable extent. Recently the company has manufactured a two-speed coaster brake which has greatly stimulated this line of its business.

The bicycle boom stimulated the growth of the New Departure business, but the increase of the automobile trade has been responsible for the modern expansion of the New Departure business. Mr. Rockwell's inventive genius correctly sized up the possibilities of the automobile business when he patented the double-row ball bearing. The growth of the automobile business has created such a demand for ball bearings that when a modern



**ST. JOSEPH'S Church, Bristol.**

person thinks of the name New Departure, he instinctively thinks of ball bearing production. However, in most communities, the company's production of coaster brakes would be considered a very important business.

In 1919, the New Departure Manufacturing Company became a constituent unit of the General Motors Corporation, and later was made a Division of General Motors.

A. F. Rockwell was succeeded in 1913 as president of New Departure by DeWitt Page, who for many years had been secretary of the company. During Mr. Page's administration, tremendous expansion of the New Departure business took place. The company's present executive is Frederick G. Hughes, under whose direction the

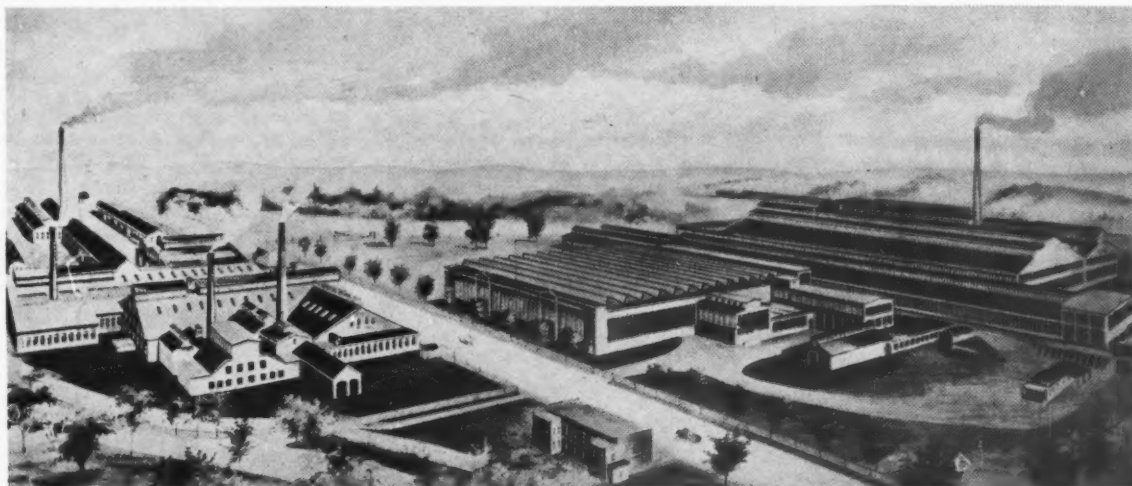
business came after the death of Joel H. Root, when his son Charles H. Root succeeded his father. Before he was twenty-one Charles H. Root had invented an automatic counter. It was the counter business that he developed, and it is the counter business for which Veeder-Root is known at the present time.

Charles J. Root had a rare genius for mechanics, was a natural born manufacturer and speculator. The Root business grew steadily under his management and shortly before his death, he contracted for the erection of a modern brick factory. Mr. Root was killed in an automobile accident August 2, 1907, and the business was left without management or owner. As a result the business was quickly

is still the chairman of the Veeder-Root board with Graham Anthony of Hartford as president. The capable manager of the Bristol plant of Veeder Root, Incorporated is Keith D. Graham. Although partly controlled from Hartford no corporation is more loyal to Bristol's welfare than the Veeder-Root Company.

#### Other Industries

While a relatively smaller industry, no business in Bristol is better known than that of the Horton Manufacturing Company. Wherever there are men who love to fish, the Bristol steel fishing rod is known. Of late years, this corporation has expanded its line of sporting goods into other fields.



PLANT of the Bristol Brass Corporation.

business is being steadily expanded. At the present time, the New Departure is the world's largest ball bearing and coaster brake business. About one-half of the people employed in Bristol work in the New Departure Division of General Motors.

#### Counting Devices

The history of Veeder-Root, Incorporated goes back to Bristol's early clock industry. The early career of Joel H. Root founder of the business was that of a maker of clock trimmings. Later Root bought the land since known as Root's Island and there built a modern factory for the making of hardware.

The real significance of the Root

purchased by John T. Chidsey, office manager of the Sessions Foundry Company, who raised the necessary capital and incorporated under the name of the C. J. Root Company.

The real expansion of the Root business came under Mr. Chidsey's management. Root counters became a product internationally known, and new types were constantly developed to meet the needs of rapidly expanding business growth throughout the country.

In 1928 the Root Company merged with its principal competitor, the Veeder Company of Hartford, the new corporation taking the name of Veeder-Root, Incorporated and maintaining two plants, one in Hartford and one in Bristol. John T. Chidsey

The Sessions' industries—The Sessions Foundry Company, J. H. Sessions & Son, and The Sessions Clock Company, are well-known, while the Clayton Manufacturing Company has an extensive reputation in the manufacture of shears.

The business of The Humason Manufacturing Company in the production of springs can also be considered important even though it is overshadowed by the vast similar business of the Wallace Barnes Corporation.

Bristol also has two moderate sized glass cutter factories—The Fletcher-Terry Co. and The W. L. Barrett Co., which account for one-half of the entire glass cutter production in the United States.

### Bristol Today

The real growth of Bristol has come during the last two generations. However, this growth has been based upon the pioneer work and the financial boldness of the early industrialists of Bristol. Bristol has felt the force of the panics which have swept the country, including the two depressions since 1929. Previous panics have halted

Bristol's water supply at the present time is as good and as safe as can be found anywhere in this section of New England.

### Parks and Playgrounds

Bristol has 8 parks covering an area of 275 acres. Rockwell Park, located in the western section of the city, was a gift of the late Albert F. Rockwell,



PRESENT plant of the Sessions Foundry.

only temporarily the march of progress, and Bristol citizens are confident that before long, this city will enter another period of even greater prosperity.

Bristol has been fortunate in having a city government entirely free from any suspicion of inefficiency or irregularity. Its Finance Board has complete control of municipal finances, and the members of the Board include some of the ablest business men of the city.

Bristol's Public School system yields to no other in the State, despite the fact that Bristol is the only community in the State which today retains the District School System formerly in vogue throughout Connecticut.

Bristol is one of the most healthful cities in the United States. The death rate is especially low. Long life is common. The lowest levels are several hundred feet above the surface of the sea, and the residences are built upon the slopes and crests of the altitudes that almost surround the valley where factories, stores and offices are located. A modern, splendidly equipped hospital, erected in 1923, provides excellent care for the sick and injured. In 1925, a beautiful residence and training school for nurses was constructed.

A half dozen reservoirs, located in the hills around Bristol, assure the city of an abundant supply of good water. The daily average pump is 1,600,000 gallons. There are 76.14 miles of mains. In 1937, the installation of a modern filtration plant was completed, so that

and is one of the finest parks in the state. Included in the park are a completely equipped playground for children, a lagoon which is used for bathing in the summer and skating in the winter, an excellent beach, bath house, and a bandstand. Page Park, situated

Club and the Bristol Girls' Club, under able leadership, have played no small part in the proper physical and mental development of the boys and girls of the city. Two moving picture theatres bring Bristol residents the latest and best in this form of entertainment.

One of the city's outstanding points of interest is Lake Compounce, bought from the Indians in 1787. It has been owned by the same family since then, and has had 93 successful seasons as an amusement place. The name, Lake Compounce, was derived from the name of an Indian chief, Compound, who is said to have tried to cross the lake in an iron kettle and was drowned.

Bristol has a first class post office. Remodeled in 1937, this building is today one of the most attractive to be found in the city. Postal receipts for 1937 were \$135,038.27. There are 42 regular employees with two deliveries daily.

### Other Points of Excellence

Eighteen church buildings and practically all religious denominations are to be found in the city. The First Congregational Church, built in 1832, is a beautiful Colonial structure; St. Joseph's Roman Catholic Church, built in 1925, is a stone building of Gothic type of excellent taste and



THE Sessions Clock Company plant at Forestville in the town of Bristol.

on the northeastern slope of Federal Hill, was donated to the city in 1933, by Mr. DeWitt Page. The developments now in progress here will provide, in addition to scenic drives and wooded foot and bridle paths, ample picnic grounds, bathing facilities, and suitable areas for athletic activities such as football, baseball and tennis. Muzzy Field, situated close to Rockwell Park, is one of the few enclosed athletic fields in the state. It contains a splendid baseball diamond, and in the Fall, the field is converted into a football gridiron. The Bristol Boys'

style and stands across the Green from the Congregational Church.

The Bristol Public Library was established in 1891, and the present building, at the corner of Main and High Streets, was built in 1907. This now contains over 75,000 volumes, and has an annual circulation of about 250,000. The Library building also contains the extensive and valuable collection of minerals and Indian relics made by Dr. F. H. Williams, together with some documents and newspapers which are of historic interest.

(Continued on page 21)



# NEWS FORUM

**Ingraham Appointed to Safety Commission.** Governor Cross has just recently appointed Dudley S. Ingraham, vice president of the E. Ingraham Company of Bristol, as a member of the State Highway Safety Commission to fill the vacancy caused by the resignation of Robbins B. Stoeckel. Mr. Ingraham is also chairman of the Industrial Safety Committee which is inaugurating as of November 1, 1938, a state-wide safe driving contest for employees of all industrial and commercial establishments who desire to co-operate.

★ ★ ★

**Governor Named Rehabilitation Commission.** Governor Cross named, on October 10, a state-wide committee of 24 leading citizens from eight counties in the state, including four state and federal officials, to take over and solve rehabilitation problems left by the hurricane and flood emergency. Edward G. Moran, former mayor of Norwich, was named chairman. His first act was to name a subcommittee to handle the entire problem and report back within a short time in order that permanent subcommittees may be appointed to direct their attention specifically toward definite rehabilitation problems.

The counties in the state are represented with the following serving ex-officio: Vincent Sullivan, state WPA administrator; Public Works Commissioner Robert A. Hurley; State Coordinator Thomas Hewes, and Labor Commissioner Joseph F. Tone. Others who have been invited to represent their respective counties on the committee include: (Hartford) Graham H. Anthony, president of Veeder-Root Company and president of the Hartford County Manufacturers Association;

Thomas W. Russell, insurance man and member of the Reorganization Committee; and James Clerkin, New Britain, president of the Connecticut Federation of Labor; (New London) Former Mayor Edward Moran, Norwich; John D. Findley, Stonington, former president, Pawcatuck Board of Trade; William Bellinger, Norwich, district organizer, United Textile Workers, and John W.

Sheedy, New London city manager. (Middlesex) Joseph Bransfield, Portland county commissioner; and E. Kent Hubbard, Middletown, president of the Connecticut Manufacturers Association.

The personnel of the manufacturing subcommittee which met on October 20 included the following: Aurin E. Payson, president of the American Thermos Bottle Company, Norwich, chairman; Charles E. Hart, Jr., of the Chase Brass and Copper Company, Waterbury; E. Kent Hubbard; W. L. Mooney, retired casualty executive of the Aetna Insurance Company; State Labor Commissioner Joseph M. Tone; William Bellinger of Norwich, district organizer of the Organizing Committee of Textile Workers and James J. Clerkin.



**FLOOD pay-off by Colt's Patent Firearms Mfg. Co., September 23, 1938 in parking station of Sisson Drug Co. (Above) Top of Association office can be seen at left, above Mercer & Dunbar's armored car. (Below) Colt's employees being paid from rear of car.**



**"After Going Through . . . . .**

our paper mill and box factory, a visitor wrote: "I used to think that a folding paper box was something that just grew, like Topsy. Merely a wrapper or container for goods. Not important enough to waste much time over.

"I've changed my mind. ROBERTSON boxes are SALESMEN for what they contain. And I can't imagine more painstaking care being put into anything than you folks put into a paper box."

**ROBERTSON  
PAPER BOX COMPANY  
MONTVILLE, CONN.  
NEW YORK OFFICE  
420 LEXINGTON  
AVENUE**

**Tone Urges Compliance with Bedding and Upholstery Law.** Labor Commissioner Joseph M. Tone made a further request of manufacturers and sellers of upholstery and bedding, and renovators of second-hand materials used in these products, on Friday, September 30 for compliance with the state upholstery and bedding law.

He attributed violations to ignorance of the law which provides that manufacturers of upholstery and bedding must attach a tag, plus a stamp, approved by the Labor Commissioner to each article.

\*\*\*

**Textile Mills Near Normal.** In a survey made six days after the worst storm in New England during the past century, the Associated Press reported that textile operations had practically returned to normal. Further inquiries in localities hardest hit by flood and hurricane revealed that manufacturers in all lines were in a position to fill orders "as usual" even though here and there repairs were not completed permitting the full normal operations.

\*\*\*

**Royal and Underwood Optimistic.** Two major Connecticut industries—Underwood Elliott Fisher Company and Royal Typewriter Company, participated in the 35th annual National Business Show which opened in New York on October 3. Two official statements made prior to the opening of the show expressed optimism as to the future of business.

Among the latest products exhibited by these two companies were Royal's Number One Typewriter incorporating revolutionary improvements in design and construction and several new Underwood models used in typing and accounting.

In his pre-show statement telling of Underwood's efforts to "assist America and American business to reach new levels of prosperity with the return of more normal economic conditions," President Philip D. Wagoner laid stress on the importance of engineering research in the business machine field.

Joining the optimism apparent at the opening of the show, Maxwell V. Miller, vice president of Royal, said:

"We have every reason to believe that the coming months will see us enjoy the greatest period of business prosperity in our company's history. Normal prospects in our business are good, and the fact that we have this new model . . . augurs a period of record-breaking sales for us."

Sales of Royal Typewriter in the year 1938 are said to have held up relatively better than for the industry as a whole. Royal has concentrated improvements on its medium-priced equipment, rather than following the current trend toward lower-priced typewriters.

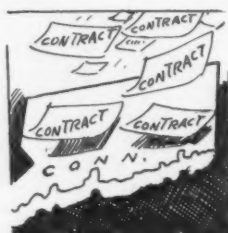
\*\*\*

**Connecticut Companies Get Federal Contracts.** Awards of the most recent government contracts to Connecticut firms were made public by the Public Contracts Division of the Labor Department of the United States Department of Labor as follows:

A \$60,423 contract to the Henry and Wright Mfg. Company of Hartford for machines.

A contract valued at \$48,650 to the Pratt and Whitney Division of the United Aircraft in East Hartford for assembly bearings.

A \$12,075 contract to the Hamilton Standard Propeller Division of United Aircraft for propellers.



A \$29,167 contract to the Niles-Bement Pond Company for gauges.

A \$27,654 contract to the American Brass Company for plates and copper.

A \$19,210 contract to the American Brass Company for copper and nickel tubing.

A \$51,200 contract to the Chase Brass and Copper Company for gilding metal.

A \$101,968 contract to the American Brass Company for cartridge brass cups.

A contract of indefinite amount to Yale and Towne Manufacturing Company of Stamford to supply lock boxes and equipment.

A \$12,847 contract to the Bristol Brass Corporation to supply brass to the War Department.

A \$36,348 contract to the Bridgeport Brass Company to supply brass. A large portion of these contracts were issued to supply the War and Navy Departments.

\*\*\*

**Connecticut Firm Locates in Elmwood.** The New England Tool and

Die Company, Inc., has leased the factory owned by Edna B. Cruttenden at 16 South Street, Elmwood for a period of three years. The company will specialize in the manufacture of precision tools and dies, it is understood.

Officers of the organization are Judge William E. Hagearty, New Britain; Albert Schuester, Hartford, and Philip Engstrom, New Britain.

\*\*\*

**Mooney Plans Work of Board of Mediation and Arbitration.** Speaking before the Monday Club at Wesleyan University on October 10, Morgan R. Mooney, deputy labor commissioner, told the group that the State Board of Mediation and Arbitration was developing into an agency for preventing strikes as well as for settling them.

Mr. Mooney, field representative for the board, reported that more than 200 labor disputes in the past three and one-half years had been arbitrated and that since January 1 of 1938, 92 disputes have had the attention of the board, 68 of which were settled before they developed into open strikes or lockouts. Of the 92 cases handled this year, he said that only 23 had developed into strikes and one into a lockout. Eight-five of the 92 were eventually settled by the board, Mooney said.

Further, Mr. Mooney pointed out, both employers and employees are now coming to the board when disputes arise asking for aid. He contrasted this more sensible means in settling labor disputes with the attitude of employees in the nineteenth century.

\*\*\*

**Hartford County Plants Show Upturn.** Augmenting a 16% gain in August, industrial activity in Hartford County factories pushed ahead during September another 5% to 66.3 percent of normal.

The October 1 index of 66.3 (man-hours) compares with 62.9 as of September 1, and 90.9 percent October 1 last year. Employment increased by 811 persons in the 82 reporting plants used in the Manufacturers Association of Hartford County index, bringing the total to 94.5 percent of accepted normal, against 93 percent a month ago, and 117.5 percent a year ago.

In the city of Hartford, 43 plants reported employment up .6 percent and operations ahead 3.7 percent. New Britain's 27 factories increased payrolls by .6 percent, activity by 2.4 percent in September. Twelve Bristol factories

showed employment up 6.3 percent and operations measured in manhours up 15.7 percent.

★ ★ ★

**Deeds Accepts New Post.** Charles W. Deeds, vice president and director of the United Aircraft Corporation and general manager of the Pratt and Whitney Aircraft division, has just accepted the presidency of the Chandler - Evans Corporation, carburetor manufacturers of Detroit, according to an announcement made by Donald L. Brown, president of the United Aircraft Corporation, Wednesday, October 12.

Mr. Deeds has been associated with Pratt and Whitney Aircraft since 1926, when he joined the company as treasurer and director, later being made vice president. Mr. Deeds has also served in several other official posts in the United Aircraft family of companies.

Expressing his regret at the loss of Mr. Deeds' services to Pratt and Whitney Aircraft, Mr. Brown paid high tribute to his ability as an executive. "He has been with us at Pratt and Whitney almost since we built our first engine," said Mr. Brown, "and has played an important part in the success and growth of the company. All of us wish him the great success which we know he will achieve in his new work."

The Chandler-Evans Corporation, which Mr. Deeds now heads, will manufacture the recently developed Chandler-Groves carburetor, which is said to eliminate the hazards of ice formation and is already in wide use on air lines and on military aircraft. The company will also manufacture fuel pumps for aircraft and diesel engines.

★ ★ ★

**International Business Gaining.** Business of the International Silver Company is reported firmly on the upward grade with indications pointing to a good final quarter for both sales and profits. Volume in the plated flatware division is said to be increasing rapidly as well as in the moderate priced lines. The sterling line is also increasing at an encouraging pace.

On the basis of actual results of July and August and estimated results for September, it appears likely that earnings for the third quarter may be sufficient to offset the loss of \$111,590 experienced in the initial half of the year.

**Old Timers Honored at Fuller Brush.** Ten and fifteen year men in the Fuller Brush Company were awarded diamond service pins, and those who have been with the company twenty years gold pins and gold watches, by President Alfred C. Fuller who made the presentation following a dinner at the Indian Hill Country Club on October 5.

★ ★ ★

**Plainville Electrical Installs G. Fox's Switchboard.** A giant electrical switchboard made by the Plainville Electrical Products Company, the largest of its kind, according to company engineers, has just been installed in the new G. Fox and Company building at Hartford.

The switchboard, which is 35 feet long and 8 feet high, controls enough



low voltage current for a small city, and more than any other installation in this vicinity. It controls 10,342 k.v.a. or 103,420 100-watt electric lamps. The huge board was designed and manufactured by the Plainville firm according to the specifications of E. E. Ashley, engineer for G. Fox and Company.

★ ★ ★

**Telephone Restoration Completed.** Restoration of service to all telephones in Connecticut which were out of order as a result of the hurricane and floods was completed Friday, October 14, according to Harry C. Knight, president of the Southern New England Telephone Company.

Some fourteen trucks left Hartford, Friday, October 14 for Albany and Rochester, New York and Washington, D. C. after working previously for some three weeks to assist local forces in the restoration of Connecticut's crippled communication service. The remainder of the army of outside linemen, cable crews, installers and repairmen had returned to their home stations by the end of the third week in October.

"Some 4,200 poles, 100 miles of cable, 300 miles of iron wire and 600

miles of copper wire and carloads of miscellaneous equipment were rushed here for use in replacing our wrecked lines plant," Mr. Knight stated, "the total expenditure for plant replacements and repair work will probably be in the vicinity of \$2,000,000."

Justly treated as heroes of the commercial world, the larger convoys of returning trucks of telephone crews, were escorted by State Police, receiving in addition cooperation of local police officials in each town through which convoys passed.

We are planning to publish in the December issue of CONNECTICUT INDUSTRY a well illustrated story of the herosim of public utility workers in restoring local electric and telephone service.

★ ★ ★

**Royal on Full Time.** The Royal Typewriter Company of Hartford reported early in October that greatly increased business due to new models just placed on the markets, had again brought full time operations. Charles B. Cook, vice president and factory manager, reports that the company is not only on full time but has many departments working overtime and that orders are continuing to increase daily.

It has been the company's policy for many years to maintain a large engineering and research staff so that at the approach of a depression every effort can be made to present new models in order to keep workers employed on a stable basis. Hundreds of thousands of dollars, it has been pointed out, have been invested in tools for the new models.

The friendly feeling between workers and management of the company are well known not only in Hartford but also throughout the country. Many workers, including the management, have been with the company for more than 30 years and several hundred employees have records of 15 years and over. Senior service employees are given preferred treatment in all matters of working hours and positions. Nearly 5,000 are now employed in the Hartford plant.

★ ★ ★

**Republic Steel Closes Unionville Plant.** The Republic Steel Corporation's bolt and nut division will close its plant on November 1, according to an announcement made Friday, October 7. The number of employes has been dwindling for the past several





### Thanksgiving Dinner

years and the closing will affect only a small number, according to the report.

A warehouse and servicing center, it is understood, will be maintained in Unionville, in charge of Superintendent Oliver C. Tew and Harold C. Risley. Positions will be made available for some employees in other divisions of the corporation.

The company is a successor to an industry started in Unionville in 1854 when bolts and nuts were forged by hand. Originally it was controlled by Dwight Langdon but was later purchased by A. S. Upson and George Dunham. Republic Steel bought the plant from the Bourne-Fuller Company, successor to the Upson Nut Company.

★ ★ ★

#### Hook Turns Down Nomination.

James W. Hook, president of The Geometric Tool Company, New Haven and of the New England Council, who

had been prominently mentioned by Republican leaders as good timber for the nomination for United States senator, and who, it is understood, was definitely offered a choice of either the gubernatorial or senatorial nomination, turned down both offers in a brief statement as follows:

"I am not a candidate for governor, senator, or any other political office in the state. I would not accept the nomination for any such office, even if it were tendered to me. I deeply appreciate the suggestion, however, and thank my many friends throughout the state who have made it."

★ ★ ★

#### Leniency Offered Flood Sufferers.

In a statement made to the press on September 30, Thomas S. Smith, collector of federal internal revenue for Connecticut said, "We are giving plenty of leeway to taxpayers suffering

from the hurricane whose tax payments are falling due."

The collector is spending most of his time in the devastated area along the shore from Saybrook to Rhode Island, aiding his staff investigating the cases of taxpayers who suffered in the disaster. The New London branch of the Revenue Bureau has been made headquarters for this work.

Mr. Smith said hearings had been postponed in tax disputes which originated prior to the storm in cases where taxpayers lost their property.

★ ★ ★

#### Bridgeport Brass Expands Again.

As a further step in a long range expansion and modernization program undertaken to improve all of the company's manufacturing facilities, the Bridgeport Brass Company started the reconstruction and modernization of its pipe and tube mill. It is understood that additional mill equipment will be installed and the entire operation of the Bridgeport division will be broadened through utilization of space vacated by moving the rolling mill equipment to the new \$4,500,000 rolling mill completed in September.

The work now being done on the pipe and tube mill, and which will be continued to include the wire and rod mill and other manufacturing branches, is largely modernized although in some cases the divisions will be expanded. Additional facilities are being provided for making new tubing alloys while manufacturing capacity will be increased and additional space made available for carrying larger quantities of finished stocks of brass and copper pipe, copper water tube and condenser tubing for steam power plants.

★ ★ ★

#### Gray Closes With Anemostat Company.

Gray Telephone Pay Station Company has just closed a contract for exclusive manufacturing rights and a stock interest in Anemostat Corporation of America, makers of air conditioning devices, according to a statement made by President H. Otto Vogt on October 17.

Mr. Vogt issued the following statement on the deal: "Negotiations which have been in progress for some time between the Gray Telephone Pay Station Company and the Anemostat Corporation of America culminated today in the signing of a contract between the two organizations, whereby the Gray Telephone Pay Station Company



has exclusive manufacturing rights for Anemostat products.

"The Anemostat Corporation is a rapidly-growing organization, manufacturing equipment which is being used by the leading air conditioning manufacturers. The Gray Telephone Pay Station Company has also acquired by purchase, a substantial stock interest in the Anemostat Corporation and will have representation on its board."

The closing of this deal was made possible only through a recent charter change voted by a special meeting of the stockholders. The charter change permitted the concern to expand its business outside of the telephone field.

★ ★ ★

**American Thread Discontinues Stonington Operations.** The branch plant of the American Thread Company located in the Pawcatuck section of Stonington was so badly damaged by the hurricane on September 21 that Company officials have decided not to rebuild it. The company will continue to operate its other plant in Willimantic, but had not revealed at press time whether it would merge its Pawcatuck operations with the Willimantic or at some other plant outside the state. The plant's closing will cause the loss of some 400 jobs of men and women in the Stonington and Westerly areas.

★ ★ ★

**Taxes Featured in November NACA Meeting.** The New Haven Chapter of the National Association of Cost Accountants has arranged for a very interesting talk on the subject "Latest Developments in Taxation" by Virgil P. Ettinger, a professional practitioner of New York City for their meeting scheduled for November 22 in the Y. W. C. A. ballroom, New Haven. Mr. Ettinger was for many years editor in charge of the Prentice Hall Tax Service and also lectured at New York University.

The meeting will be preceded by dinner at 6:30 P. M.

★ ★ ★

**General Motors to Rehire and Boost Wages.** The General Motors Corporation announced October 18 it would reemploy 35,000 additional workers within two weeks. At the same time, Alfred P. Sloan, Jr., chairman, said salary cuts made last winter would be restored.

Mr. Sloan added that the reception given new cars recently had convinced

General Motors officials "that the trend of consumer buying when retail deliveries of new cars can be made to customers in volume will be found to be substantially improved over that existing during the past few months. Therefore the corporation feels justified in increasing its current production schedules by revising upward the plans made last summer, as well as in readjusting its general operating program to a higher level of volume".

The salary adjustments, it was explained, will take the form of restoring compensation of those receiving \$300 a month or less to the level existing February 28, 1938, when the reduction became effective.

General Motors plants in Connecticut consist of the New Departure Division plants at Bristol and Meriden.

**State Utility Executives on Key Committees.** Connecticut public utility company executives are filling important roles on the various committees of the Edison Electric Institute for the year 1938-39. R. B. Curran, New London, secretary and treasurer of the Connecticut Power Company, has been appointed chairman of the committee on classification of accounts. J. M. Kramarsik, Hartford, of the Connecticut Light and Power Company, has been named on three committees, those on general accounting, depreciation, and plant accounting and records. James Orr of the Hartford Electric Light Company is on the prime movers committee. R. D. Cutler of the same company and L. R. Nash of Ridgefield are members of the committee on rate research.



# DEPARTMENTS

## Accounting Hints For Management

*Contributed by Hartford Chapter N. A. C. A.*

**Storm Losses and Expenses.** The elements conspired to heap economic and operating problems upon industrial management as well as individuals during recent months. While executives, maintenance men, service men, and repair crews endeavor to restore plant operations to a normal basis, to repair or recondition weakened buildings and dams and submerged equipment, the accountant should be alert to the fact that these situations call for special treatment in the accounting records and statements. The expenditures which will be involved in these unfortunate conditions should not be deemed simply as repairs and charged into regular operations as part of overhead expense. To do so would abnormally and improperly burden the operating accounts and the cost of production. (Relatively few concerns carried adequate insurance to cover the hazards which were encountered.) It is suggested that the labor costs as well as other expenses incurred as a result of the storms be charged to special accounts raised on the books for this purpose. When financial statements are prepared such accounts should preferably be set forth as separate items, under Other Deductions, or in other words "below the line."

It will be a relatively simple matter to classify the cost of taking down machinery, drying, cleaning and reconditioning it, rewinding and assembling motors, replacing broken flooring and painting but in the course of the next few years many questions will be raised, particularly by Internal Revenue examiners, as to whether certain of the renewals and replacements which were precipitated at this period should be expensed, capitalized or charged to accumulated depreciation reserve. The best time to establish the proper disposition of such charges is when they are incurred, and evidence should be obtained at this time and preserved for future reference. This may consist of engineers', architects' or appraisers' opinions.

There is no question but that some thought must be given to adjusting previously established depreciation rates

or estimated remaining life of equipment in the light of the strain to which it has been subjected or the servicing which it has received.

The Revenue Act expressly provides that losses sustained arising from storm or other casualty are deductible. They are not classed as capital losses. It also fixes the amount of the deductible loss as the cost, or other applicable (adjusted) basis of the taxpayer for the property.

Instances are known where buildings and other facilities are being abandoned or demolished, this being deemed preferable to undertaking the cost of financing rehabilitation or restoration. These situations also give rise to deductible losses for tax purposes and should be segregated in the preparation of operating statements.

Under the Revenue Act of 1938 losses of the nature described above will not be subject to the limitations attending capital gains and losses. The Act provides further, that casualty losses will be deductible in the year in which they are sustained.

\*\*\*

**Special Meeting on Fair Labor Standards Act.** A special meeting has been arranged by Hartford Chapter, N. A. C. A. for a discussion of this vital question. Mr. William Dower, formerly industrial Secretary of Manufacturers' Association, now executive Secretary of the Hartford Chamber of Commerce, has been secured as the speaker.

All manufacturers are invited to attend this meeting which will be held on November 29 at the Farmington Country Club. Dinner at 6:30 p. m.

\*\*\*

"Reducing Labor Costs by Improved Methods and Motion Economy" will be the subject of discussion at the November 15 meeting of Hartford Chapter, N. A. C. A. Mr. Harold Engstrom of the General Electric Company, Bridgeport, will be the speaker.

## Transportation

**Stop-Off Charge Increased.** The railroads in Official Classification Territory have just reached an agreement to increase the stop-off charge to partly unload or to complete loading from \$6.93 to \$7.25 per car, according to recent advice from H. A. Hollopeter, chairman of the National Industrial Traffic League's Rate Construction and Tariffs Committee.

Although the Official Territory Lines have approved the increase, the subject, we understand, is still before the other interested jurisdictions for like action and no date has yet been announced as to when the increased charge will be published.

A public hearing was held at Buffalo on September 20 before a joint committee representing the Trunk Line, New England and Central Freight Associations, which was attended by many shippers who vigorously protested the proposal.

\*\*\*

**Reduction of Coal Rates from the South Refused.** In a recent proposed report, Examiner R. M. Trezise has recommended the dismissal of the complaint in Docket No. 27769, Property Owners' Committee et al v. Chesapeake and Ohio et al, which involved a reduction in the rates on bituminous coal from the producing fields in southern Virginia, West Virginia and eastern Kentucky to Hampton Roads, Virginia on coal for trans-shipment by vessel to destinations outside the Virginia capes, chiefly to New England.

The complainants contended that the present rates are at least 50¢ per ton too high. In his proposed report, the examiner referred particularly to competition between northern lines and northern operators on the one hand and southern railroads and southern operators on the other. He brought out that any reduction in the rates that might be authorized from the southern fields would compel a similar reduction in the rates from the northern fields, or would result in a diversion of tonnage from the northern to the southern fields. Examiner Trezise stated that under the present circumstances the northern lines were in no position to absorb a reduction in their rates.

The Association participated in this proceeding in support of the complain-

ants, although it was never very optimistic that any reduction in the rates would be authorized.

★ ★ ★

**Pelley Emphasizes Need for Railroad Wage Cut.** John J. Pelley, president of the American Association of Railroads, told President Roosevelt's emergency fact-finding board on October 15, that there was no way to solve the present emergency of the railroad industry except through a wage reduction. Pelley flatly contradicted testimony of Senator Wheeler (D., Mont.) that railroads were wasting \$1,000,000 a day.

In his testimony, Mr. Pelley declared he favored a legislative relief program offered by labor and the administration, but added:

"There is no plan, there is nothing that can be put in effect that would obviate prosecuting this wage cut."

★ ★ ★

**Motor Truck Strike Ends.** The motor truck strike in New York City, in progress since September 15, was ended at 7 p. m. on the night of October 2 insofar as the over-the-road drivers were concerned.

The contract signed provided that in the future any grievances shall be submitted to arbitration and that there shall be no stoppage of work. A commission is to be appointed to study the desirability of separate contracts for the local truckmen as opposed to contracts entered into by the over-the-road truckmen. There is no essential difference between the agreement completed on October 2 and the one previously in effect except that the employers will be required to pay the same weekly wage for 44 hours per week which was previously paid for a 47 hour week. It is expected that some new employment will be created by reason of the fact that drivers will not be permitted to work in excess of 44 hours in any week. Overtime will be paid in excess of eight hours for any one day but this overtime will be included in figuring the 44 hour weekly schedule.

The New Jersey truck strike was also concluded with a final agreement which calls for a \$4 weekly increase and a 48 hour work-week as at present.

★ ★ ★

**Bituminous Coal Commission Holding Hearings.** The National Bitumi-

nous Coal Commission opened its hearing in Washington on October 10 concerning marketing rules and regulations and the establishment of minimum prices on bituminous coal for minimum price area No. 1, comprising districts Nos. 1 to 8 inclusive and a portion of district No. 13. It has been estimated that the hearings will consume from two to three weeks.

Already the hearings, attended during the first three days by the Association's traffic manager, Norris W. Ford, have indicated that the Commission favors the establishment of price levels that will be adhered to regardless of the quantity purchased. Further details may be learned direct from the Association's Traffic Department.

## BRISTOL

(Continued from page 14)

The Bristol Press, located at 99 Main Street, is an up-to-date, progressive, daily newspaper. Established as a weekly in 1871 by Rev. Charles H. Riggs, it became a semi-weekly paper in 1910. It was established as a daily newspaper in 1916 by Arthur S. Barnes, the present Treasurer and Manager of the company. The paper has a wide circulation in Bristol and surrounding towns, and is an excellent advertising medium for our local merchants.

Bristol has an enterprising Chamber of Commerce, always ready to render service for the good of Bristol and its citizens. In addition, the Rotary Club and the Lions Club are working constantly for the betterment of the city. Each year the Bristol Community Chest, Inc. raises over \$100,000 which goes toward carrying on the work of the Family Welfare Association, the Visiting Nurses Association, Bristol Hospital, Bristol Boys' Club, Girls' Club, Boy Scouts and Red Cross.

Bristol's industrialists have diverted much of their wealth into local channels, such as institutions whose returns are measured not in dollars and cents, but in the spiritual and cultural growth of the community. Its industrial future seems assured, provided, of course, that the coming business leaders inherit the acumen of their fore-runners. Still in the making, Bristol has yet to attain the full maturity of its powers. Most hopeful too, is the fact that the city still possesses a youthful freshness and vigor, a splendid outlook on life that augurs well for its future.

YOUR TRAFFIC MOVES  
ON TIME AND RIGHT  
WHEN YOU SHIP IT VIA

## GULF CARLOADING CO.

TO POINTS IN  
LOUISIANA — MISSISSIPPI —  
TEXAS — ARIZONA —  
NEW MEXICO —  
OKLAHOMA

WEDNESDAY AND  
SATURDAY SAILINGS

*Through Rates apply via Rail  
and Principal Truck Lines*

**GULF CARLOADING CO. Inc.**  
**NEW ORLEANS FREIGHT  
DIST. CO., Inc.**

A. D. Boone, President  
111 King St. New York City

## We offer:

**GREEN OLIVE OIL SOAP**  
Highest quality

**METAL WORKERS' SOAP**  
Where non-tarnishing of metals  
is sought

**TOILET SOAPS IN CAKES**  
For factory use

**LIQUID SOAP FOR DIS-  
PENSING SYSTEMS**

**We also supply an inexpensive  
but pure soap, solid in barrels,  
for general factory use.**

Write to us, if you please, if you  
would like our representative to  
call.

**THE J. B. WILLIAMS CO.**  
GLASTONBURY, CONN.



# SERVICES AT YOUR DOOR

An alphabetical list of accessible services recommended to Connecticut Industry readers

## DAN R. CAMPBELL

*Distributor*

*Fire and Safety Appliances  
and  
Dugas Dry Compound Apparatus*  
Stamford Tel. 3-4162

*Rates for this space  
exceptionally low*

## COAL

T. A. D. JONES & CO., INC.  
*24 hour service to Connecticut  
Industries*  
New Haven — Bridgeport

*Ask about rates for one or  
more of these spaces.*

## DIESEL ENGINES

WOLVERINE MOTOR  
WORKS, INC.

6 Union Ave. Bridgeport

## ENGRAVERS

DOWD, WYLLIE & OLSON  
*Advertising Art &  
Photo Engraving*

106 Ann St. Hartford

## CURTIS 1000 INC.

*"Good Envelopes Plus Ideas"*

342 Capitol Ave. Hartford, Conn.  
Phone 2-1125

## FENCING

THE JOHN P. SMITH CO.  
*Distributors for Page fence.  
Manufacturers of Wire Cloth,*

433 Chapel St. New Haven

*Ask about rates for one or  
more of these spaces.*

## THE HENRY SOUTHER ENGINEERING CO.

*Engineering & Chemical  
Service*

*Research Facilities for  
Industry*

Hartford, Conn.

*Ask about rates for one or  
more of these spaces.*

## WOODWORK

C. H. DRESSER & SON, INC.  
*Factory—Cabinet—Special Wood-  
work of All Kinds*

287 Sheldon St. Hartford

## ...Listing

Copy for listing in this department must be received by the 15th of the month for publication in the succeeding month's issue. We reserve the right to refuse any listing.

## INSURANCE

AMERICAN MUTUAL  
LIABILITY INS. CO.

*Workmen's Compensation Ins.*  
Boston - Bridgeport - Hartford

## PLATERS SUPPLIES— CHEMICALS

APOTHECARIES HALL  
COMPANY

*Established 1849*  
WATERBURY, CONN.

*Rates for this space  
exceptionally low*

## PRINTERS

THE CASE, LOCKWOOD &  
BRAINARD CO.

*Printers and Binders*

Trumbull St., Hartford

## RECORDING INSTRUMENTS

THE BRISTOL COMPANY

*Recording and Controlling  
Instruments*

Waterbury - Connecticut

## TRANSPORTATION

AMERICAN-HAWAIIAN  
STEAMSHIP CO.

*Coast-to-Coast Freight Service*  
New York — Boston

## MCCARTHY

FREIGHT SYSTEM

*An outstanding motor freight  
service in New England*

General Offices Taunton, Mass.

## DOLLAR STEAMSHIP LINES INC., LTD.

*Inter-coastal—Far-East and  
Mediterranean freight steamer  
Service*

New York Boston

*Ask about rates for one or  
more of these spaces.*

# • HINTS *For* EXPORTERS




## Present Day Conditions Invite Promotion of Overseas Markets

By HAROLD W. FRENCH, *Export Manager and Asst. Treasurer,*  
The Bridgeport Hdwe. Mfg. Corp.

**Editor's Note and Foreword.** This is the seventh in a series of articles by veteran export men. Mr. French is a member of the Association's Foreign Trade Committee.

Export Trade is justified by the profits it produces. These profits are both direct and indirect including real net earnings plus the "insurance" which diversified markets provide against domestic depression. The present article evaluates opportunities which in the judgment of the writer merit thoughtful consideration by non-exporting manufacturers.

FOR many years the steady and profitable sales in overseas markets of a portion of their annual production have added greatly to the prosperity of hundreds of Connecticut manufacturers. Of special importance at the present time is the factor of safety they provide against domestic depression.

While it is true that waves of depression and prosperity now circle the globe with less and less obstruction by political boundaries, it is not to be assumed that such changes in world conditions necessarily deny to our industries the benefits of overseas trade.

The recession in business here last year has been felt abroad appreciably less than at home; and abroad, it has been felt much less in some countries than in others. For those readers who are statistically minded, a foot-note to this article establishes the relatively stable and higher wholesale price levels in several important foreign markets, in contrast to the fluctuations and lower levels in the United States at the present time. Furthermore, there is apt

to be a disparity in point of time between the appearance of a new trend in various countries.

These two qualities make foreign business valuable to Connecticut industry because they lend flexibility to plant operations. The time lag which still exists between the appearance of depression in the United States and in many foreign countries where the ex-



HAROLD W. FRENCH

porting manufacturer has outlets, permits him to ship goods from the domestic market which will no longer take them to foreign markets where demand is still active. He is thereby enabled to solve one of the most critical problems which depression brings, namely, the production schedule problem.

Currently, the domestic distributing channels for some manufactured articles have become seriously disorganized by the competition of manufacturers trying to get back working capital tied up in large inventories. If some of these manufacturers had foreign outlets for let us say 25 per cent of their factory production, their present schedules would be more normal, the general level of domestic prices would be better maintained and probably their domestic sales in quantity, or volume, would be as large as they are now on a price-cutting basis.

The fact that many foreign countries are feeling the effects of our business decline less than we are is a boon to those of our manufacturers who have overseas outlets. Especially with enterprises whose profits are derived from a small margin on a large volume, their fixed charges produce a "break-even" point, above which profits appear and below which losses accrue rapidly.

An outlet of only 10 per cent of normal production to foreign markets which maintain a better proportion of normal purchasing power than in the United States, may readily mean that the manufacturer possessing the foreign markets can avoid at least some of the "red ink" of interest, maintenance, salaries and other charges on an idle plant.

The subject of Foreign Trade is broad and deep; the problems of Connecticut's diversified industries can not be solved by generalities. But, for the many plants whose products and policies make foreign trade feasible, it is desirable that a proportion of 25 per cent or more of total sales be derived from foreign markets. With the major part of its business in the home market and the remainder diversified among a number of overseas markets, such a company is in position to participate in the forward march of American prosperity; while at the same time is protected against the loss of too large a proportion of its market. The elements of the time lag, and the reduced intensity with which unfavor-

able developments at home are likely to affect the foreign demand for his products, are valuable in normal times and of vital importance in times such as the present.

For 200 years Connecticut's Foreign Trade has been profitable both to those directly engaged in it and to their fellow-citizens. This year, 1938, is no exception. Exports are currently being paid for in good usable money, are providing thousands of jobs for

worthy workmen and valuable net profits in the balance sheets of many Connecticut manufacturers.

Since May, 1937, the general index of wholesale prices in the United States has declined to a level about equal to that at the end of 1934. In contrast, wholesale prices in France and in Australia, for example, continue relatively higher than in 1937. Other important markets continue substantially higher than in 1934 and as yet do not show signs of a break below the 1937 level.

#### COMPARATIVE WHOLESALE PRICES

(Base 1929 = 100)

Year	U. S. A.	Canada	Australia	New Zealand	France	S. Africa
1934	79	75	82	89	60	87
1937	92	90	94	101	92	87
1938 (July)	82	84	92	102	105	89

**Meetings Scheduled for November and December.** Meetings of the Association's Foreign Trade Committee have been scheduled respectively at the Waterbury Club, Waterbury, Wednesday evening, November 16, and at the University Club, Hartford on Wednesday evening, December 14.

In both instances dinner will be served at 6:30 p. m., the meeting to be called to order immediately after the close of the dinner, or at approximately 7:30 p. m.

Association members who are interested in exporting or who have specific export problems they desire to discuss with the committee, are cordially invited. Those planning to attend the dinner should make reservations by writing or calling A. C. Hine, Jr., the Association's foreign trade secretary.

★ ★ ★

**Quebec Corporation Tax.** In accordance with the revised statutes in the Province of Quebec, 1925, Volume I, Chapter 26, and subsequent amendments, the Quebec Provincial Government is authorized to levy taxes on "every partnership, association, firm or person whose chief place of business is outside of the Dominion of Canada". This provision specifies that all incorporated companies doing business in the Province, whether incorporated there or elsewhere, must pay an annual tax of 1/10 of 1% upon the paid-up capital of the company plus an additional tax of \$30.00 for each place of business in the cities of Montreal and Quebec and of \$15.00 for each place of business in any other municipality. Doing business in the Province is defined in the Act as exercising any of the corporate rights in the Province. The taking of orders, the purchase or

sale of merchandise by means of travelers or mail does not render the company liable for taxation if it has no resident agent or representative in the Province. It is apparent, therefore, that American corporations with resident agents in the Province are liable under this law.

Insofar as can be determined no attempt was ever made to enforce this Act until the early part of this year, or thirteen years after enactment of the law, when a few Connecticut concerns received tax bills from the Provincial Government. However, a check of the Association's membership reveals that 95% of them doing business in Quebec had never received any tax bill pursuant to this law. Already a strong letter of protest has been sent to a Tax Revision Committee at Quebec, and the Association's Foreign Trade Committee has under consideration several possible plans of action, and is expected shortly to make definite recommendations after further discussion and survey of all factories involved.

This Quebec Corporation Tax, which might be termed as a nuisance tax of the most vicious sort, is a matter of vital importance to every American company doing business in Canada with the nation. Its enforcement is not uniform since only a few doing business there have been approached for payment. The base is also extremely unreasonable since a \$10,000,000 corporation doing \$500 worth of business in Quebec could be taxed the outrageous sum of \$10,000, while a \$100,000 corporation doing \$50,000 worth of business would be taxed only \$100.00.

In a letter dated September 20, the Association's foreign trade secretary

sought in behalf of the Foreign Trade Committee from other foreign trade associations their experiences and those of any of their members with this new law. Comments by any Connecticut manufacturers who have not yet reported their experience with this new tax application are welcome.

★ ★ ★

**National Foreign Trade Convention Held in New York.** The twenty-fifth National Foreign Trade Convention was held in the Hotel Commodore, New York, October 31 to November 2 inclusive under the auspices of the National Foreign Trade Council, Inc.

The program of this Convention was one of the most formidable and all embracing of foreign trade subjects of chief importance of the twenty-five conventions thus far held.

★ ★ ★

**The Colombian Market.** Reports from practically all sections of this market reflect generally good business conditions. Activity of petroleum and gold mining companies with influx of new capital and workers has helped in stimulating business, but stable political conditions, good crops and general absence of unemployment are also favorable factors.

## NEW ENGLAND MUST BE FED

(Continued from page 7)

stant application of the "never say die" spirit combined with a thorough knowledge of railroading this "bread line of New England" although bogged down with the heavy weight of debt, gave proof in a thousand ways that its management's acumen was worthy of the highest respect and of the ultimate in cooperation on the part of shippers and receivers of freight, the general public and government officials. The worthy slogan "New England Must Be Fed" should henceforth connote in the minds of everyone that same bravery and spirit exemplified by Horatius, in Roman times, when he blocked the enemy at the bridge and said "They shall not pass".

ECONOMIZE  
Take advantage of our Service  
**MOHEGAN**  
INTERNATIONAL CORPORATION  
Dependable  
FOREIGN FREIGHT FORWARDERS  
To all parts of the world  
17 State St., N. Y. Tel. B09-0348, 49, 50, 51



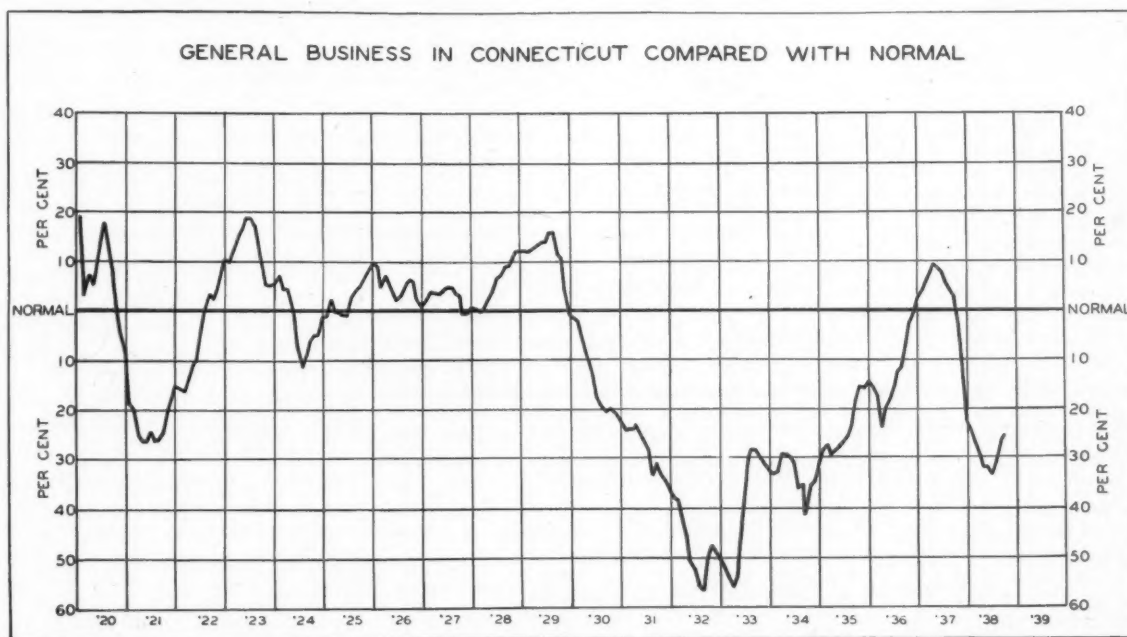
# BUSINESS PATTERN

**General Summary.** During September general business activity in Connecticut continued to increase although the net advance for the month was smaller than in either of the two preceding months due primarily to the disruption caused by the hurricane. Manufacturing activity, as indicated both by the number of man-hours worked and by factory employment, expanded more than seasonally expected over August and rose to the highest level this year. Operations in

three points during September to stand at the highest level since October last year. Production of steel and pig-iron rose sharply over August and freight carloadings also showed a more than seasonal rise. Mill consumption of cotton, silk and rayon declined slightly following the sharp advances in the several preceding months. New orders for machine tools, although below the August level were close to the highest level this year. During the first half of October the weekly indexes of busi-

7.7%. During the past two weeks the prices of copper and other non-ferrous metals have shown pronounced strength while steel, wheat, cotton and other farm products have tended to decline.

During September the cost of living in the United States remained approximately at the August level, a slight increase in the cost of food being offset by declines in other items of the cost of living.



Connecticut cotton mills were approximately 36% below the estimated normal compared with 27% below during August. Freight carloadings originating in Connecticut, which were affected by washed-out road beds during the latter half of the month, declined three points to 37% below normal. Shipments of metal tonnage, on the other hand, increased sharply. Building activity in Connecticut, due to an enlarged volume of PWA contracts, increased further in September. Reports for early October indicate business activity recovering rapidly from the effects of the recent storm and point to a further advance in general business activity during the month.

In the United States the general business index advanced approximately

business activity continued to rise. Steel ingot production rose above 50% of capacity to the highest rate since late October, 1937. Automobile production during the week ended October 15 expanded above 50,000 cars to reach the highest level since May. Originating freight carloadings continued to show a week-to-week advance and a narrowing of the spread between this year and last.

The trend of wholesale prices during the four weeks ended October 8 remained virtually stationary according to the index compiled by the U. S. Bureau of Labor Statistics. Compared with a year earlier, however, farm products showed a decrease of 18.5%, foods a decrease of 15.2% and all other commodities as a group, a loss of

**Financial.** The number and gross liabilities of business failures in Connecticut during the four weeks ended October 8 remained at a low level and were considerably below the corresponding period last year. The number of new corporations formed also declined below a year ago. Real estate sales in the principal cities and towns advanced more than seasonally and were only 9% below the corresponding period last year. The total value of mortgage loans showed a drop of 5% from a year ago.

**Construction.** Building activity in progress in Connecticut stood at 41.5% below the estimated normal in September compared with -42.5% in August and -27.7% in September,

1937. The number and value of building permits issued during the past three weeks increased over the corresponding period last year due in part to reconstruction work in the areas affected by the hurricane.

The average daily value of building contracts awarded in 37 eastern states increased 45% over September last year and, on a seasonally adjusted basis, was the highest since July, 1937. Residential building was more than 50% above a year earlier while contracts for public works and utility projects increased 68% and for all other construction advanced 21%.

**Labor and Industry.** The index of the number of man-hours worked in Connecticut factories stood at 19.2% below the estimated normal in September compared with -22% in August. Increases in the number of man-hours worked occurred generally throughout the state and particularly in factories in Bridgeport, Bristol and New Haven. Factory employment in Connecticut was estimated at 8.5% below normal in September compared with -10% a month earlier and 11% above normal in September, 1937. Employment in Waterbury brass factories increased 1.5% over August but was still 19% under the corresponding month last year. The decrease from a year earlier in Torrington factories was 14%.

Employment and payroll totals in manufacturing establishments in the United States both increased more than seasonally expected during September.

**Trade.** The index of sales by department stores compiled and seasonally adjusted by the U. S. Federal Reserve Board advanced to 86% of the 1923-1925 average in September compared with 83% in August. Sales during early October were affected to some extent by the unseasonably warm weather occurring during that period.

**Transportation.** The index of freight carloadings originating in Connecticut fell off three points in September but data for early October indicate a sharp reversal and the complete recovery from the September decline. Shipments of automobiles remained at a low level in September while loadings of merchandise in less-than-carload lots experienced a sharp decrease as the result of interruptions in service resulting from the hurricane.



**Editor's Note:** In this column appears a brief description of the books and pamphlets which, in the opinion of a business librarian and the editor, will be helpful to the business man. This month's suggestions are made by Miss Mildred Potter, Librarian, Business Branch, Hartford.

#### A B C of Municipal Bonds—L. S. Lebenthal

A much needed instructive volume, written particularly for the small investor who is not familiar with the advantages of municipal bonds. Unlike many business books, the author, a specialist on municipal bonds, has endeavored to make this story interesting and easy to read.

#### Selected Tables for Business and Financial Calculations—T. Lang & W. S. Schlauch

A reference book of selected tables which have been designed and prepared to be of greatest everyday service to those, no matter what their type of business may be, who are frequently called upon to perform business and financial calculations. An excellent time-saving volume.

#### Theory of Investment Value—J. B. Williams

This book represents the results of twelve years of practical experience in the stock brokerage and investment counsel business. Topics discussed include the evaluation of growing companies, the quantity of money and the price of stocks, speculation in the stock market, taxation and saving under the New Deal, etc. The theoretical principles are illustrated with case studies.

#### Legal Phases of Advertising—Francis Finkelhor

Advertising today is a profession. The advertiser who is to succeed must include in his equipment a thorough understanding of the legal principles concerning advertising as well as the mechanics and technique of the subject. The reader will find here a discussion of the legal problems the advertiser encounters, giving him sufficient knowledge of the principles, and rea-

soning involved, and what the courts have done in previous cases, to enable him to guide his course and avoid troublesome errors.

#### Profitable Public Relations—Bronson Batchelor

Consideration of great national economic questions must now be based quite as much upon popular attitudes and reactions as upon a strictly economic approach to the problems themselves. In other words, *what the public thinks and why* is of vital importance. This is a broad-gauged, forward-looking and professional statement of policies and methods to be employed in profitable public relations.

#### State Administration—K. H. Porter

It is the purpose of this book to outline the numerous activities in which every one of the 48 states may be expected to engage today. It is offered as a skeleton framework of administrative agencies—offices, departments, boards, commissions and bureaus—which, with modifications and additions, would be appropriate for any one of the states. It presents a comprehensive vision of the things that the modern state undertakes to do.

#### What People Want from Business—J. D. Houser

It was not the big corporations that paid the bill for the recent strikes and settlements—as is the common contention. It was the consumer. This book shows the close relationship between the employee problem and the consumer problem; and how it is to the interest of business management to understand this problem. The author's findings as well as his practical suggestions for improvement of employee morale are based on over a million interviews he conducted for large manufacturing and public utility concerns.

#### World Finance, 1937-1938—Paul Einzig

The year which is covered by this volume has been rich in interesting events in the sphere of international finance. The world experienced a gold scare, a franc crisis, a dollar scare, a flight to gold, a Wall Street slump and other dramatic developments. Dr. Einzig gives a complete picture of the year in international politics in his unconventional style.

## THE RECORD


Company A-42\*

1931 Manual Rate 77¢—Experience Credit 1.8%
1937 Manual Rate 54¢—Experience Credit 32.2%
SAVINGS From Lumbermens Safety Methods \$11,481
From Lumbermens Annual Dividends \$5,487
TOTAL SAVINGS <span style="float: right;">\$16,968</span>

# How LUMBERMENS Saved this Company

# 40.5%

of its Compensation Insurance  
Costs for the Last 6 Years



● In 1931 an Alabama textile firm paid Lumbermens a premium of \$3,402 for their Workmen's Compensation insurance based on the manual rate of 77¢ per \$100 of pay roll, and an experience credit of 1.8%. Owing to fewer accidents in the industry as a whole, the manual rate steadily declined until in 1937 it was only 54¢. But this company's reduction in accidents was even greater, earning for it *experience rating credits averaging 27.4% for the six-year period*, which amounted to \$11,481. In addition to these substantial savings—a direct result of fewer accidents among the company's employes—it received sizable cash dividends

in each and every year, which further reduced insurance costs by \$5,487.

This case and many others like it in Lumbermens files shows what can be accomplished when an employer, who is sincerely interested in preventing accidents and lowering production costs, adopts Lumbermens safety engineering service.

An inquiry on your letterhead will bring you more complete information about Lumbermens safety methods, which have reduced costs substantially for hundreds of employers. We'll send, also, a factual brochure: "How 10 Corporations Reduced Production Losses by \$133,099."

## LUMBERMENS MUTUAL CASUALTY COMPANY

*Division of Kemper Insurance*

MUTUAL INSURANCE BUILDING, CHICAGO, U. S. A.

Save with Safety in the "World's Greatest Automobile Mutual"

## PATENTS

(Continued from page 2)

Stanley R. Borel, Cheshire, Assignor to Patent Button Co., Waterbury, "Button".

Raymond E. Patten, Bridgeport, Assignor to General Electric, "Percolator Urn".

Howard M. Barber, Pawcatuck, Assignor to C. B. Cottrell & Sons Company, Westerly, R. I., "Sheet Handling Mech. for web printing rotary presses".

Edward P. Bullard, III, Fairfield, Assignor to Bullard Company, "Station Type Treatment Machine".

Roy H. Colomy, Assignor 25% to C. W. Olson, Darien, "Paper Clip".

Charles P. DeBiasi, New London, "Screen Support".

Elmer R. Duncklee, Mystic, Assignor to Atwood Machine Company, Stonington, "Winding Machine".

Carl H. Hemming, New Haven, "Handle".

Walter F. Herold, Bridgeport, Assignor to Bassick Company, "Caster".

## AMERICAN-HAWAIIAN S. S. CO.

### ANNOUNCES ITS

## Extended Service

### NORTH ATLANTIC SERVICE. Sailings Twice Weekly.

ATLANTIC COAST PORTS OF CALL: Boston, Camden, New York, Philadelphia, Port Newark. (Eastbound only, Norfolk.)

### SOUTH ATLANTIC SERVICE. Westbound Joint Service with Arrow Line: 3 sailings every 16 days. Eastbound, 2 sailings every 16 days.

ATLANTIC COAST PORTS OF CALL: Baltimore, Bridgeport, Charleston, Jacksonville, New London, Norfolk, Savannah. (Eastbound only, Mayaguez, Ponce, San Juan, P.R., Wilmington, N. C.)

### PACIFIC COAST PORTS OF CALL (for both Services):

Alameda, Astoria, Longview, Los Angeles, Oakland, Portland, San Francisco, Seattle, Tacoma. (South Atlantic, Westbound only, San Diego.)

**American - Hawaiian**



Superior Coast-to-Coast Service



**Steamship Company**

Head Office • 215 Market Street • San Francisco





Ed. NOTE. This department, listing products manufactured in Connecticut by company, seeks to facilitate contacts between prospective purchasers in domestic or foreign markets and producers. Not finding any given listing, buyers should write this department for further information.

(Adv.)

<b>Accounting Forms</b>	
The Baker Goodyear Co	New Haven
<b>Accounting Machines</b>	
Underwood Elliott Fisher Co	Hartford
<b>Acids</b>	
Nauvau Chemical (Div of U S Rubber Prod Inc) Nauvau & 1790 Broadway	
	New York
<b>Adding Machines</b>	
Underwood Elliott Fisher Co	Hartford
<b>Advertising Printing</b>	
The Case Lockwood & Brainard Co	Hartford
<b>Advertising Specialties</b>	
The H C Cook Co 32 Beaver St	Ansonia
Scovill Manufacturing Co (Made to Order)	Waterbury
<b>Aero Webbing Products</b>	
Russell Mfg Co	Middletown
<b>Air Compressors</b>	
The Spencer Turbine Co	Hartford
<b>Aircraft—Repair &amp; Overhaul</b>	
United Airports Div United Aircraft Corp	Rentschler Field East Hartford
<b>Airplanes</b>	
Chance Vought Aircraft Div United Aircraft Corp	East Hartford
Sikorsky Aircraft Div United Aircraft Corp	Bridgeport
<b>Aluminum Castings</b>	
Newton-New Haven Co 688 Third Avenue	West Haven
<b>Aluminum Forgings</b>	
Scovill Manufacturing Co (small)	Waterbury
<b>Aluminum Goods</b>	
Scovill Manufacturing Co (To Order)	Waterbury
<b>Aluminum—Sheets &amp; Coils</b>	
United Smelting & Aluminum Co Inc	New Haven
<b>Ammunition</b>	
Remington Arms Co Inc	Bridgeport
<b>Aromatics</b>	
Nauvau Chemical (Div of U S Rubber Prod Inc) Nauvau & 1790 Broadway	
	New York
<b>Artificial Leather</b>	
Zapon Div, Atlas Powder Co	Stamford
<b>Asbestos</b>	
Rockbestos Products Corp (insulated wire, cable and cords)	New Haven
The Raybestos Div of Raybestos-Manhattan Inc (brake lining, clutch facings, sheet packing and wick)	Bridgeport
<b>Assemblies, Small</b>	
The Wallace Barnes Co Div, Associated Spring Corp	Bristol
<b>Automobile Accessories</b>	
The Rostand Mfg Co (windshields, seats, and body hardware)	Milford
The Wiremold Co (automobile loom & windshield wiper tubing)	West Hartford
<b>Automotive Friction Fabrics</b>	
The Russell Mfg Co	Middletown
<b>Automotive &amp; Service Station Equipment</b>	
Scovill Manufacturing Co (Canned Oil Dispensers)	Waterbury
<b>Balls</b>	
The Abbott Ball Co (steel bearing and burnishing)	Hartford
The Hartford Steel Ball Co (steel bearing and burnishing, brass, bronze, monel, stainless, aluminum)	Hartford
<b>Barrels</b>	
The Abbott Ball Co (burnishing and tumbling)	Hartford
The Hartford Steel Ball Co (tumbling)	Hartford
<b>Bathroom Accessories</b>	
The Charles Parker Co	Meriden
<b>Bearings</b>	
Norma Hoffmann Bearings Corp (ball and roller)	Stamford
The Fafnir Bearing Co (ball)	New Britain
New Departure Div of General Motors (ball)	Bristol
<b>Bells</b>	
The Gong Bell Mfg Co	East Hampton
Sargent and Co	New Haven
The N N Hill Brass Co	East Hampton
<b>Belting</b>	
The Russell Mfg Co	Middletown
The Thames Belting Co	Norwich
<b>Benches</b>	
The Charles Parker Co (piano)	Meriden
<b>Bicycle Coaster Brakes</b>	
New Departure Div General Motors Corp	Bristol
<b>Bicycle Sundries</b>	
New Departure Div General Motors Corp	Bristol
<b>Binders Board</b>	
Colonial Board Company	Manchester
<b>Blacks</b>	
Howard Company (cupola fire clay)	New Haven
<b>Blower Fans</b>	
The Spencer Turbine Co	Hartford
Colonial Blower Co	Hartford
<b>Blower Systems</b>	
Colonial Blower Co	Hartford
<b>Boilers</b>	
The Bigelow Co	New Haven
<b>Bolts and Nuts</b>	
Clark Brothers Bolt Co	Milldale
The O K Tool Co Inc (T-Slot)	33 Hull St Shelton
The Blake & Johnson Co (nuts, machine screw-bolts, stove)	Waterville
<b>Bottle Bobbins</b>	
Sonoco Products Co (Climax-Lowell Div)	Mystic
<b>Box Board</b>	
National Folding Box Co	New Haven
New Haven Pulp & Board Co	New Haven
Robertson Paper Box Co	Montville
The Lydall & Foulds Paper Co	Manchester
<b>Boxes—Paper—Folding</b>	
Atlantic Carton Corp	Norwich
S. Curtis & Son Inc	Sandy Hook
M. S. Dowd Carton Co	Hartford
National Folding Box Co (paper folding)	New Haven
The New Haven Pulp & Board Co	New Haven
Robertson Paper Box Co	Montville
<b>Brake Lining</b>	
Colt's Patent Fire Arms Mfg Co	Hartford
The Raybestos Div of Raybestos-Manhattan Inc (automotive and industrial)	Bridgeport
<b>Brass and Bronze</b>	
The American Brass Co (sheet, wire rods, tubes)	Waterbury
The Bridgeport Rolling Mills Co	Bridgeport
The Bristol Brass Corp (sheet, wire, rods)	Bristol
The Miller Co (Phosphor bronze in sheets, strips and coils)	Meriden
<b>Brass Goods</b>	
Sargent and Company	New Haven
Scovill Manufacturing Co (To Order)	Waterbury
<b>Brass Mill Products</b>	
Bridgeport Brass Co	Bridgeport
Scovill Manufacturing Co	Waterbury
<b>Brass Stencils—Interchangeable</b>	
The Fletcher Terry Co	Box 415, Forestville
<b>Brick—Building</b>	
The Donnelly Brick Co	New Britain
<b>Bricks—Fire</b>	
Howard Company	New Haven
<b>Brooms—Brushes</b>	
The Fuller Brush Co	Hartford
<b>Buckles</b>	
The Hatheway Mfg Co (Dee Rings)	Bridgeport
<b>The Hawie Mfg Co</b>	
The G F Prentice Mfg Co	New Britain
John M Russell Mfg Co Inc	Nauvau
B Schwanda & Sons	Staffordville
The Patent Button Co	Waterbury
<b>Buffing &amp; Polishing Compositions</b>	
Apothecaries Hall Co	Waterbury
Lea Mfg Co	Waterbury
<b>Buffing Wheels</b>	
The Williamsville Buff Mfg Co	Danielson
<b>Buttons</b>	
B Schwanda & Sons	Staffordville
The Patent Button Co	Waterbury
Colt's Patent Fire Arms Mfg Co	Hartford
Scovill Manufacturing Co (uniform and tuck fastened)	Waterbury
<b>Cabinets</b>	
The Charles Parker Co (medicine)	Meriden
<b>Cables—Wire</b>	
The Wiremold Co (armored, armored leaded and non-metallic sheathed cable)	West Hartford
<b>Carpet Lining</b>	
Palmer Brothers Co	New London
<b>Castings</b>	
The Charles Parker Co (gray iron)	Meriden
The Bradley & Hubbard Mfg Co (gray iron, brass, bronze, aluminum)	Meriden
The Sessions Foundry Co (gray iron)	Bristol
John M. Russell Mfg Co Inc (brass, bronze and aluminum)	Nauvau
McLagan Foundry Co (gray iron)	New Haven
Newton-New Haven Co (zinc and aluminum)	688 Third Ave West Haven
The Greist Mfg Co (white metal, slush, permanent moulds)	503 Blake St New Haven
Scovill Manufacturing Co (brass and bronze)	Waterbury
Vanadium Metals Co (brass, bronze and aluminum)	Groton
Union Mfg Co (gray iron)	New Britain
Wilcox Crittenden & Co Inc (gray iron and brass)	Middletown
<b>Castings—Permanent Mould</b>	
The Bradley & Hubbard Mfg Co (zinc and aluminum)	Meriden
<b>Cement</b>	
The Skat Company (in cans)	Hartford
<b>Chain</b>	
John M Russell Mfg Co Inc	Nauvau
<b>Chains—Bead</b>	
The Bead Chain Mfg Co	Bridgeport
<b>Chemicals</b>	
Nauvau Chemical (Div of U S Rubber Prod Inc) Nauvau & 1790 Broadway	
	New York
Apothecaries Hall Co	Waterbury
MacDermid Incorporated	Waterbury
American Cyanamid & Chemical Corp	Waterbury
<b>Chromium Plating</b>	
Chromium Corp of America	Waterbury
<b>Chucks &amp; Face Plate Jaws</b>	
Union Mfg Co	New Britain
<b>Clamps—Wood Workers</b>	
Sargent and Company	New Haven
<b>Clay</b>	
Howard Company (Fire Howard "B" and High Temperature Dry)	New Haven
<b>Cleansing Compounds</b>	
MacDermid Incorporated	Waterbury
<b>Clocks</b>	
The Ingersoll-Waterbury Co	Waterbury
<b>Clutch—Friction</b>	
The Carlyle Johnson Mach Co (The Johnson)	Manchester
<b>Comfortables</b>	
Palmer Brothers Co	New London

# IT'S MADE IN CONNECTICUT

— CONTINUED —

<b>Conduits</b>		<b>Electric Fixture Wire</b>		<b>Galvanizing</b>	
The Wiremold Co (flexible steel and non-metallic flexible)	West Hartford	Rockbestos Products Corp (asbestos insulated)	New Haven	Malleable Iron Fittings Co	Branford
<b>Cones</b>		<b>Electric Heating Element &amp; Units</b>		Wilcox Crittenden & Co Inc	Middletown
Sonoco Products Co (Climax-Lowell Div) (Paper)	Mystic	Rockbestos Products Corp (asbestos insulated)	New Haven	<b>Gauges</b>	
<b>Consulting Engineers</b>		<b>Electrical Instruments</b>		The Bristol Co (pressure, vacuum, indicating, recording and controlling)	Waterbury
The Stanley P Rockwell Co Inc (Consulting)	Hartford	The Bristol Co	Waterbury	<b>Gears</b>	
<b>Contract Manufacturers</b>		<b>Electric Panel Boards</b>		The Snow & Petrelli Mfg Co (reverse and reduction)	New Haven
The Greist Mfg Co (metal parts and assemblies)	503 Blake St New Haven	The Plainville Electrical Products Co	Plainville	<b>Glass Coffee Makers</b>	
<b>Copper</b>		<b>Electric Wire</b>		The Silcox Co	80 Pliny St Hartford
The American Brass Co (sheet, wire, rods, tubes)	Waterbury	Rockbestos Products Corp (asbestos insulated)	New Haven	<b>Glass Cutters</b>	
The Bristol Brass Corp (sheet)	Bristol	The Whitney Blake Co (Graybar Elec Co Exclusive Distributors)	Hamden	The Fletcher Terry Co	Box 415, Forestville
Scovill Manufacturing Co (pipe and service tubing)	Waterbury	<b>Electrical Control Apparatus</b>		<b>Golf Equipment</b>	
<b>Copper Sheets</b>		The Trumbull Electric Mfg Co	Plainville	The Horton Mfg Co (clubs, shafts, balls, bags)	Bristol
The New Haven Copper Co	Seymour	<b>Electrical Control Equipment</b>		<b>Graphite Crucibles &amp; Products</b>	
<b>Copper Shingles</b>		Colt's Patent Fire Arms Mfg Co	Hartford	American Crucible Co	Shelton
The New Haven Copper Co	Seymour	A C Gilbert Co	New Haven	<b>Grinding</b>	
<b>Copper Water Tube</b>		Colt's Patent Fire Arms Mfg Co	Hartford	Centerless Grinding Works (production & custom)	70 Knowlton St, Bridgeport
Bridgeport Brass Co	Bridgeport	<b>Electrical Switches</b>		<b>Grinding Wheels</b>	
<b>Corrugated Paper &amp; Fibre Products</b>		Colt's Patent Fire Arms Mfg Co	Hartford	The Bridgeport Safety Emery Wheel Co	1302 W Broad St Bridgeport
The Danbury Square Box Co	Danbury	<b>Elevators</b>		<b>Hardware</b>	
<b>Cork Cots</b>		The Eastern Machinery Co (passenger and freight)	New Haven	Sargent and Co	New Haven
Sonoco Products Co (Climax-Lowell Div)	Mystic	<b>Embalming Chemicals</b>		Wilcox Crittenden & Co Inc (marine heavy and industrial)	Middletown
<b>Corrugated Shipping Cases</b>		The Embalmers' Supply Co	Westport	<b>Hardware—Trailer Cabinet</b>	
D L & D Container Corp	87 Shelton Ave New Haven	<b>Engines</b>		The Excelsior Hardware Co	Stamford
Gair Thomas Containers Div of the Robert Gair Co Inc	New London	Wolverine Motor Works Inc (diesel stationary marine)	Bridgeport	<b>Hardware, Trunk &amp; Luggage</b>	
<b>Cosmetics</b>		Pratt & Whitney Aircraft Div United Aircraft Corp (aircraft)	East Hartford	J H Sessions & Son	Bristol
The J B Williams Co	Glastonbury	<b>Envelopes</b>		<b>Hat Machinery</b>	
<b>Cotton Batting &amp; Jute Batting</b>		Curtis 1000 Inc	Hartford	Doran Brothers, Inc	Danbury
The Gilman Brothers	Gilman	<b>Extractors—Tap</b>		<b>Headers</b>	
Palmer Brothers	New London	The Walton Co	54 Allyn St Hartford	The E J Manville Machine Co	Waterbury
<b>Cotton Yarn</b>		<b>Eyelets</b>		<b>Heat Treating</b>	
The Floyd Cranska Co	Moosup	The Platt Bros & Co	Waterbury	The Bennett Metal Treating Co	Elmwood
<b>Counting Devices</b>		P O Box 1030	Waterbury	1045 New Britain Ave	Hartford
Veeder-Root Inc	Hartford	Scovill Manufacturing Co	Waterbury	The Stanley P Rockwell Co Inc	296 Homestead Ave Hartford
<b>Cutlery</b>		<b>Fasteners—Slide &amp; Snap</b>		<b>Heat-Treating Equipment</b>	
Remington Arms Co Inc	Bridgeport	The G E Prentice Mfg Co	New Britain	The Stanley P Rockwell Co Inc (commercial)	296 Homestead Ave Hartford
Sta-Brite Products Corp	New Haven	Sargent and Co	New Haven	<b>Heating Apparatus</b>	
<b>Cut Stone</b>		The Patent Button Co	Waterbury	Crane Company	Bridgeport
The Dextone Co	New Haven	Scovill Manufacturing Co (snap)	Waterbury	<b>Highway Guard Rail Hardware</b>	
<b>Cutters</b>		<b>Felt</b>		Malleable Iron Fittings Co	Branford
The Barnes Tool Co (Genuine Barnes)	New Haven	American Felt Co	Glenville	<b>Hinges</b>	
<b>Cutters</b>		<b>Fibre Board</b>		Sargent and Company	New Haven
The Standard Machinery Co (rotary board, single and duplex)	Mystic	The C H Norton Co	North Westchester	Homer D Bronson Company	Beacon Falls
The O K Tool Co Inc (inserted tooth milling)	33 Hull St Shelton	The Wm Foulds & Company	Manchester	<b>Hoists and Trolleys</b>	
<b>Dictating Machines</b>		<b>Finger Nail Clippers</b>		Union Mfg Company	New Britain
Dictaphone Corporation	Bridgeport	The H C Cook Co	32 Beaver St Ansonia	<b>Hose Supporter Trimmings</b>	
<b>Die Castings</b>		<b>Firearms</b>		The Hawie Mfg Co (So-Lo Grip Tabs)	Bridgeport
Newton-New Haven Co Inc	688 Third Ave West Haven	Colt's Patent Fire Arms Mfg Co	Hartford	<b>Industrial Finishes</b>	
<b>Dies</b>		Remington Arms Co Inc	Bridgeport	Zapon Div Atlas Powder Co	Stamford
The Hoggson & Pettis Mfg Co	141 Brewery St New Haven	<b>Fire Hose</b>		<b>Industrial Ovens</b>	
<b>Die-Heads—Self-Opening</b>		Fabrics Fire Hose Co (municipal and industrial)	Sandy Hook	American Mach & Fdry Co, Crawford Oven Div (all processes—batch and conveyor types)	New Haven
The Eastern Machine Screw Corp	New Haven	<b>Fireplace Goods</b>		<b>Insecticides</b>	
Truman & Barclay Sts New Haven	New Haven	The John P Smith Co (screens)	423-33 Chapel St New Haven	American Cyanamid & Chemical Corp	Waterbury
<b>Dish Washing Machines</b>		The Rostand Mfg Co	Milford	<b>Insulated Wire Cords &amp; Cable</b>	
Colt's Patent Fire Arms Mfg Co	Hartford	<b>Fireproof Floor Joists</b>		The Kerite Insulated Wire & Cable Co Inc	Seymour
<b>Dispersions of Rubber</b>		The Dextone Co	New Haven	<b>Japanning</b>	
Naugatuck Chemical (Div of U S Rubber Prod Inc) Naugatuck & 1790 Broadway	New York	<b>Fishing Equipment</b>		J H Sessions & Son	Bristol
<b>Draperies</b>		The Horton Mfg Co (reels, rods, lines)	Bristol	<b>Key Blanks</b>	
Palmer Brothers Co	New London	<b>Fishing Lines</b>		Sargent and Company	New Haven
<b>Drop Forgings</b>		The Bevin-Wilcox Line Co	East Hampton	The Graham Mfg Co	Derby
Wilcox Crittenden & Co Inc	Middletown	<b>Fishing Tackle</b>		<b>Kitchen Tools</b>	
The Blakeslee Forging Co	Plantsville	The H C Cook Co	32 Beaver St Ansonia	Wallace Bros	Wallingford
Atwater Mfg Co	Plantsville	<b>Flashlight Cases</b>		<b>Knit Goods</b>	
<b>Driers</b>		Scovill Manufacturing Co (metal)	Waterbury	American Hosiery Company	New Britain
American Mach & Fdry Co	Crawford Oven Div (industrial)	<b>Flow Meters</b>		<b>Labels</b>	
<b>Edged Tools</b>		The Bristol Co	Waterbury	J & J Cash Inc (Woven)	South Norwalk
The Collins Co (axes and other edged tools)	Collinsville	Clark Brothers Bolt Co	Milddale	Naugatuck Chemical (Div of U S Rubber Prod Inc) (rubber) Naugatuck & 1790 Broadway	New York
<b>Elastic Webbing</b>		Heppenstall Co (all kinds and shapes)	Bridgeport	<b>Lacquers &amp; Synthetic Enamels</b>	
The Russell Mfg Co	Middletown	Scovill Manufacturing Co (non-ferrous)	Waterbury	Zapon Div Atlas Powder Co	Stamford
<b>Electric Appliances</b>		<b>Foundries</b>		<b>Ladders</b>	
The Silcox Co	80 Pliny St Hartford	Union Mfg Co (gray iron)	New Britain	A W Flint Co	136 Haven St, New Haven
Winsted Hardware Mfg Co	Winsted	Wilcox Crittenden & Co Inc (iron brass aluminum and bronze)	Middletown	<b>Lamps</b>	
<b>Electric Cables</b>		The Sessions Foundry Co (iron)	Bristol	The Rostand Mfg Company (brass, colonial style & brass candlesticks)	Milford
Rockbestos Products Corp (asbestos insulated)	New Haven	<b>Foundry Riddles</b>		The Greist Mfg Co (portable, office, floor, table and novelty)	503 Blake St New Haven
<b>Electric Cords</b>		The John P Smith Co	423-33 Chapel St New Haven	<b>Latex</b>	
Rockbestos Products Corp (asbestos insulated)	New Haven	Rolock Inc (brass, galvanized, steel)	Southport	Naugatuck Chemical (Div of U S Rubber Products Inc) Naugatuck & 1790 Broadway	New York
<b>Electric—Commutators &amp; Segments</b>		<b>Furniture—Anodic Aluminum</b>		<b>Leather</b>	
The Cameron Elec Mfg Co (rewinding motors)	Ansonia	Warren McArthur Corporation	Bantam	Herman Roser & Sons Inc (Genuine Pig-skin)	Glastonbury
		<b>Fuses</b>			
		Colt's Patent Fire Arms Mfg Co	Hartford		

# IT'S MADE IN CONNECTICUT

— CONTINUED —

**Leather Goods Trimmings**  
The G E Prentice Mfg Co New Britain

**Lighting Equipment**  
The Miller Co (Miller, Duplexalite, Ivanhoe) Meriden

**Lime**  
The Skat Co (in cans) Hartford

**Locks**  
Sargent and Company New Haven

**Locks—Cabinet**  
The Excelsior Hardware Co Stamford

**Locks—Suit-case and Trimmings**  
The Excelsior Hardware Co Stamford

**Locks—Trunk**  
The Excelsior Hardware Co Stamford

**Locks—Zipper**  
The Excelsior Hardware Co Stamford

**Machinery**  
The Hallden Machine Company (mill) Thomaston  
The Standard Machinery Co (bookbinders) Mystic

**Machines**  
Andrew C Campbell Div American Chain & Cable Co Inc (cutting & nibbling) Bridgeport  
The Patent Button Company Waterbury

**Machines—Automatic**  
The A H Nilson Mach Co (Special) Bridgeport

**Machines—Forming**  
The A H Nilson Mach Co (four-slide wire and ribbon stock) Bridgeport

**Malleable Iron Castings**  
Malleable Iron Fittings Co Branford

**Marine Equipment**  
The Rostand Mfg Co (portlights, deck, cabin and sailboat hardware) Milford  
Wilcox Crittenden & Co Inc Middletown

**Marking Devices**  
The Hoggson & Pettis Mfg Co New Haven

**Mattresses**  
Palmer Brothers Co New London  
Waterbury Mattress Co Waterbury

**Measuring Instruments**  
The Bristol Co (long distance) Waterbury

**Metal Cleaners**  
Apothecaries Hall Co Waterbury

**Metal Cleaning Machines**  
Colt's Patent Fire Arms Mfg Co Hartford

**Metal Goods**  
Bridgeport Brass Co (to order) Bridgeport

**Metal Novelties**  
The H C Cook Co 32 Beaver St Ansonia

**Metal Products—Stampings**  
J H Sessions & Son Bristol  
The Greist Mfg Co 503 Blake St New Haven  
Scovill Manufacturing Co (Made to Order) Waterbury

**Metal Specialties**  
Winsted Hardware Mfg Co Winsted  
The Excelsior Hardware Co Stamford  
The G E Prentice Mfg Co New Britain  
The American Buckle Co (sheet metal over-all trimmings) West Haven  
The Greist Mfg Co 503 Blake St New Haven

**Metal Stampings**  
The Patent Button Co Waterbury  
The Excelsior Hardware Co Stamford  
J H Sessions & Son Bristol  
The H C Cook Co 32 Beaver St Ansonia  
The Greist Mfg Co 503 Blake St New Haven

**Milk Bottle Carriers**  
The John P Smith Co 323-33 Chapel St New Haven

**Mill Supplies**  
Wilcox Crittenden & Co Inc Middletown

**Moulded Plastic Products**  
Colt's Patent Fire Arms Mfg Co Hartford  
The Watertown Mfg Co 117 Echo Lake Road Watertown

**Mouldings**  
The Wiremol' Co (surface metal race-ways) West Hartford

**Moulds**  
The Hoggson & Pettis Mfg Co (steel) 141 Brewery St New Haven  
The Sessions Foundry Co (heat resisting for non ferrous metals) Bristol

**Nickel Anodes**  
Apothecaries Hall Co Waterbury  
The Seymour Mfg Co Seymour

**Nickel Silver**  
The Seymour Mfg Co Seymour

**Nuts Bolts and Washers**  
Clark Brothers Bolt Co Milldale

**Office Equipment**  
Underwood Elliott Fisher Co Hartford

**Oil Burners**  
Malleable Iron Fittings Co Branford  
The Silent Glow Oil Burner Corp Hartford  
1477 Park St

**Ovens**  
American Mach & Fdry Co, Crawford Oven Div (bakers' ovens—reel & conveyor types, industrial ovens—all types) New Haven

**Paints and Enamels**  
Keeler & Long Inc. Waterbury  
The Tredennick Paint Mfg Co Meriden

**Paints and Varnishes**  
Keeler & Long Inc. Waterbury

**Paperboard**  
Gair Thames Containers, Div of the Robert Gair Co Inc New London

**Paper Boxes**  
Robertson Paper Box Co (folding) Montville  
National Folding Box Co (folding) New Haven

**Paper Clips**  
The H C Cook Co (steel) 32 Beaver St Ansonia

**Paper Tubes and Cores**  
Sonoco Products Co (Climax-Lowell Div) Mystic

**Parallel Tubes**  
Sonoco Products Co (Climax-Lowell Div) Mystic

**Perfume Bases**  
Naugatuck Chemical (Div of U S Rubber Prod Inc) Naugatuck & 1790 Broadway New York

**Pewter Ware**  
R Wallace & Sons Mfg Co Wallingford

**Phosphor Bronze**  
The Seymour Mfg Co Seymour  
The Bristol Brass Corp (sheet) Bristol

**Pipe**  
The American Brass Co (brass and copper) Waterbury  
Howard Co (cement well and chimney) New Haven

**Pipe Fitters' Tools & Equipment**  
The Barnes Tool Co (Genuine Barnes) New Haven

**Pipe Fittings**  
Malleable Iron Fittings Co Branford

**Platers**  
The Patent Button Co Waterbury  
The Plainville Electro Plating Co Plainville

**Platers—Chrome**  
The Plainville Electro Plating Co Plainville

**Platers' Equipment**  
MacDermid Incorporated Waterbury

**Plumbers' Brass Goods**  
Bridgeport Brass Co Bridgeport  
Scovill Manufacturing Co Waterbury

**Plumbing Specialties**  
John M Russell Mfg Co Inc Naugatuck

**Pole Line**  
Malleable Iron Fittings Co Branford

**Polishing Wheels**  
The Williamsville Buff Mfg Co Danielson

**Presses**  
The Standard Machinery Co (plastic molding, embossing, and die cutting) Mystic

**Propellers—Aircraft**  
Hamilton Standard Propellers Div United Aircraft Corp East Hartford

**Punches**  
The Hoggson & Pettis Mfg Co (ticket & cloth) 141 Brewery St New Haven

**Putty Softeners—Electrical**  
The Fletcher Terry Co Box 415 Forestville

**Pyrometers**  
The Bristol Co (recording and controlling) Waterbury

**Radiation-Finned Copper**  
The G & O Manufacturing Company New Haven

**Railroad Equipment**  
The Rostand Mfg Co (baggage racks and mirrors for passenger cars) Milford

**Rayon Yarns**  
The Hartford Rayon Corp Rocky Hill

**Razors**  
Schick Dry Shaver Inc (electric) Stamford

**Reamers**  
The O K Tool Co Inc (inserted tooth) 33 Hull St Shelton

**Reclaimed Rubber**  
Naugatuck Chemical (Div of U S Rubber Prod Inc) Naugatuck & 1790 Broadway New York

**Recorders and Controllers**  
The Bristol Co. (humidity, motion and operation) Waterbury

**Refractories**  
Howard Company New Haven

**Resistance Wire**  
The C O Jelliff Mfg Co Southport

**Retainers**  
The Hartford Steel Ball Co (bicycle & automotive) Hartford

**Reverse Gear—Marine**  
The Carlyle Johnson Mach Co Manchester

**Riveting Machines**  
The Grant Mfg & Machine Co Bridgeport  
The Raybestos Div of Raybestos-Manhattan Inc (brake service equipment) Bridgeport

**Rivets**  
Clark Brothers Bolt Co Milldale  
The Blake & Johnson Co (brass, copper and non-ferrous) Waterville  
J H Sessions & Son Bristol  
The Raybestos Div of Raybestos-Manhattan Inc (brass and aluminum tubular and solid copper) Bridgeport

**Rods**  
The Bristol Brass Corp (brass and bronze) Bristol

**Roof Coatings & Cements**  
Tilo Roofing Co Inc Stratford

**Roofing—Built Up**  
Tilo Roofing Co Inc Stratford

**Rubber Chemicals**  
Naugatuck Chemical (Div of U S Rubber Prod Inc) Naugatuck & 1790 Broadway New York

**Rubber Dispersions**  
Naugatuck Chemical (Div of U S Rubber Prod Inc) Naugatuck & 1790 Broadway New York

**Rubberized Fabrics**  
The Duro-Gloss Rubber Co New Haven

**Rubber Footwear**  
The Goodyear Rubber Co Middletown  
United States Rubber Prod Inc (Keds, Keddies, Gaytees, U. S. Royal Footwear) Naugatuck

**Rubber Goods**  
The Connecticut Hard Rubber Co New Haven

**Rubber Latex**  
Naugatuck Chemical (Div of U S Rubber Prod Inc) Naugatuck & 1790 Broadway New York

**Rubbish Burners**  
The John P Smith Co 423-33 Chapel St New Haven

**Safety Fuses**  
The Ensign-Bickford Co (mining & detonating) Simsbury

**Scales—Industrial Dial**  
The Kron Company Bridgeport

**Scissors**  
The Acme Shear Company Bridgeport

**Screw Machine Products**  
The Blake & Johnson Co Waterville  
Centerless Grinding Works Bridgeport  
70 Knowlton St  
Truman & Barclay St New Haven

**The Humason Mfg Co**  
Forestville  
Scovill Manufacturing Co Waterbury

**Screws**  
The Blake & Johnson Co (machine) Waterville  
Sargent and Company New Haven  
Clark Brothers Bolt Co Milldale  
The Charles Parker Co (wood) Meriden  
The Bridgeport Screw Co (wood) Bridgeport  
Scovill Manufacturing Co (cap and machine) Waterbury

**Sewing Machines**  
The Greist Mfg Co (Sewing machine attachments) 503 Blake St New Haven  
The Merrow Machine Co (Industrial) 2 Laurel St Hartford

**Shaving Soaps**  
The J B Williams Co Glastonbury

**Shears**  
The Acme Shear Co (household) Bridgeport

**Sheet Metal Products**  
The American Brass Co (brass and copper) Waterbury

**Sheet Metal Stampings**  
The Patent Button Co Waterbury  
J H Sessions & Son Bristol

**Signals**  
The H C Cook Co (for card files) 32 Beaver St Ansonia

**Silks**  
Cheney Brothers South Manchester

**Silverware**  
International Silver Co (tableware, nickel silver, silver plate and sterling) Meriden  
R Wallace & Sons Mfg Co (tableware, nickel silver, silver plate and sterling) Wallingford



# IT'S MADE IN CONNECTICUT

- CONTINUED -

<b>Silverware—Hotel &amp; Institutional</b>		<b>Switchboards</b>		<b>Valves—Flush</b>	
International Silver Co	Meriden	Plainville Electrical Products Co	Plainville	Beaton & Cadwell Mfg Co	New Britain
R Wallace & Sons Mfg Co	Wallingford	<b>Switchboard Wires and Cables</b>		<b>Valves—Relief &amp; Control</b>	
<b>Silverware—Plated Hollowware</b>		Rockbestos Products Corp (asbestos insulated)	New Haven	Beaton & Cadwell Mfg Co	New Britain
International Silver Co	Meriden	<b>Switches</b>		<b>Venetian Blinds</b>	
R Wallace & Sons Mfg Co (and flatware)	Wallingford	Colt's Patent Fire Arms Mfg Co	Hartford	The Permatex Fabrics Co	Jewett City
<b>Silverware—Sterling &amp; Plated Trophies</b>		<b>Tableware—Stainless Steel</b>		<b>Ventilating Systems</b>	
International Silver Co	Meriden	International Silver Co	Meriden	Colonial Blower Co	Hartford
R Wallace & Sons Mfg Co	Wallingford	R Wallace & Sons Mfg Co	Wallingford	<b>Vises</b>	
<b>Silverware—Sterling Silver Hollowware</b>		<b>Tableware—Tin Plate</b>		The Charles Parker Co	Meriden
International Silver Co	Meriden	Wallace Bros	Wallingford	<b>Washers</b>	
R Wallace & Sons Mfg Co (and flatware)	Wallingford	<b>Tacking Machines</b>		The Blake & Johnson Co (brass, copper & non-ferrous)	Waterbury
<b>Silverware—Tableware, Silver</b>		E H Hotchkiss Company 10-16 Hoyt St	Norwalk	American Felt Co (felt)	Wentville
International Silver Co	Meriden	<b>Tanks</b>		Clark Brothers Bolt Co	Milldale
<b>Silverware—Tableware, Silver Plate</b>		The Bigelow Company (steel)	New Haven	The Sessions Foundry Co (cast iron)	Bristol
International Silver Co	Meriden	<b>Tape</b>		J H Sessions & Son	Bristol
<b>Silverware—Tableware, Sterling</b>		The Russell Mfg Co	Middletown	<b>Watches</b>	
International Silver Co	Meriden	<b>Tap Extractors</b>		Benrus Watch Co	30 Cherry St Waterbury
<b>Sizing and Finishing Compounds</b>		The Walton Co	94 Allyn St Hartford	The Ingersoll-Waterbury Co	Waterbury
American Cyanamid & Chemical Corp	Waterbury	<b>Taps, Collapsing</b>		<b>Webbing</b>	
<b>Smoke Stacks</b>		The Geometric Tool Co	New Haven	The Russell Mfg Co	Middletown
The Bigelow Company (steel)	New Haven	<b>Tarred Lines</b>		<b>Welding Rods</b>	
<b>Soap</b>		Brownell & Co Inc	Moodus	The Bristol Brass Corp (brass & bronze)	Bristol
The Skat Co (liquid and paste)	Hartford	<b>Textile Machinery</b>		<b>Wicks</b>	
The J B Williams Co (industrial soaps, toilet soaps, shaving soaps)	Glastonbury	The Merrow Machine Company	2 Laurel St Hartford	The Russell Mfg Co	Middletown
<b>Speakers</b>		<b>Thermometers</b>		<b>Wire</b>	
Cinaudagraph Corp (High Fidelity for radios, motion picture houses and public address systems)	Stamford	The Bristol Co (controlling, recording and indicating)	Waterbury	The Bristol Brass Corp (brass and bronze)	Bristol
<b>Special Parts</b>		<b>Thread</b>		The Driscoll Wire Co (steel)	Shelton
The Greist Mfg Co (small machined, especially precision stampings)	503 Blake St New Haven	Max Pollack & Co Inc	Groton	Hudson Wire Co Winsted Div (insulated & enameled magnet)	Winsted
<b>Sponge Rubber</b>		The American Thread Co	Willimantic	The Atlantic Wire Co (steel)	Branford
The Sponge Rubber Products Co	Derby	The Gardiner Hall Jr Co (cotton sewing)	South Willington	The Bridgeport Screw Co (acatch brush)	Bridgeport
<b>Spreads</b>		<b>Threading Machines</b>		The Platt Bros & Co (zinc wire)	Waterbury
Palmer Brothers Company	New London	The Grant Mfg & Machine Co (double and automatic)	Bridgeport	P O Box 1030	Waterbury
<b>Spring Units</b>		<b>Timers, Interval</b>		Rockbestos Products Corp (asbestos insulated)	New Haven
Owen Silent Spring Co Inc (mattresses and upholstery furniture)	Bridgeport	The H C Thompson Clock Co	Bristol	Scovill Manufacturing Co (brass, bronze and nickel silver)	Waterbury
<b>Spring Washers</b>		<b>Tinning</b>		<b>Wire Arches and Trellis</b>	
The Wallace Barnes Co Div Associated	Bristol	Wilcox Crittenden & Co Inc	Middletown	The John P Smith Co	423-33 Chapel St New Haven
<b>Springs—Coil &amp; Flat</b>		<b>Tools</b>		<b>Wire Baskets</b>	
The Humason Mfg Co	Forestville	The Hoggson & Pettis Mfg Co (rubber workers)	141 Brewery St New Haven	Rolock Inc (for acid, heat, degreasing)	Southport
The Wallace Barnes Co Div Associated	Bristol	The O K Tool Co Inc (inserted tooth metal cutting)	33 Hull St Shelton	<b>Wire Cable</b>	
<b>Springs—Flat</b>		<b>Toys</b>		The Bevin-Wilcox Line Co (braided)	East Hampton
The Wallace Barnes Co Div Associated	Bristol	A C Gilbert Company	New Haven	<b>Wire Cloth</b>	
<b>Springs—Furniture</b>		The Gong Bell Co	East Hampton	The C O Jelliff Mfg Corp	Southport
Owen Silent Spring Co Inc	Bridgeport	The N. N. Hill Brass Co	East Hampton	The John P Smith Co	423-33 Chapel St New Haven
<b>Springs—Wire</b>		<b>Transmissions</b>		<b>Wire Connectors</b>	
The Wallace Barnes Co Div Associated	Bristol	New Departure Div of General Motors (variable speed)	Bristol	The Wiremold Co	West Hartford
<b>Stainless Steel Ware</b>		<b>Trucks—Lift</b>		<b>Wire Drawing Dies</b>	
Sta-Brite Products Corp	New Haven	The Excelsior Hardware Co	Stamford	The Waterbury Wire Die Co	Waterbury
<b>Stair Pads</b>		<b>Trucks—Skid Platforms</b>		<b>Wire Dipping Baskets</b>	
Palmer Brothers Company	New London	The Excelsior Hardware Co (lift)	Stamford	The John P Smith Co	423-33 Chapel St New Haven
<b>Stamps</b>		<b>Tube Clips</b>		<b>Wire Forms</b>	
The Hoggson & Pettis Mfg Co (steel)	141 Brewery St New Haven	The H C Cook Co (for collapsible tubes)	32 Beaver St Ansonia	The Humason Mfg Co	Forestville
<b>Stampings—Small</b>		<b>Tubing</b>		The Wallace Barnes Co Div Associated	Bristol
The Wallace Barnes Co Div Associated	Bristol	The American Brass Co (brass and copper)	Waterbury	<b>Wire Goods</b>	
<b>Staples</b>		Scovill Manufacturing Co (copper alloys)	Waterbury	The Patent Button Co	Waterbury
Sargent and Company	New Haven	<b>Tubing—Condenser</b>		The American Buckle Co (overall trimmings)	West Haven
E H Hotchkiss Company 10-16 Hoyt St	Norwalk	Scovill Manufacturing Co	Waterbury	Scovill Manufacturing Co (To Order)	Waterbury
<b>Stapling Machines</b>		<b>Twine</b>		<b>Wire Mesh</b>	
E H Hotchkiss Company 10-16 Hoyt St	Norwalk	The Undine Twine Mills Inc	Moodus	Rolock Inc (all meshes and metals)	Southport
<b>Steel Castings</b>		<b>Twine—Cable Cord</b>		<b>Wiremolding</b>	
The Hartford Electric Steel Co (carbon and alloy steel)	540 Flatbush Ave Hartford	The Undine Twine Mills Inc	Moodus	The Wiremold Co	West Hartford
Malleable Iron Fittings Co	Branford	<b>Twine—Chalk Line</b>		<b>Wire Reels</b>	
Nutmeg Crucible Steel Co	Branford	The Undine Twine Mills Inc	Moodus	The A H Nilson Mach Co	Bridgeport
<b>Steel—Cold Rolled Spring</b>		<b>Twine—Mason Line</b>		<b>Wire Partitions</b>	
The Wallace Barnes Co Div Associated	Bristol	The Undine Twine Mills Inc	Moodus	The John P Smith Co	423-33 Chapel St New Haven
<b>Steel—Cold Rolled Stainless</b>		<b>Twine—Sail</b>		<b>Wire Rings</b>	
Wallingford Steel Company	Wallingford	The Undine Twine Mills Inc	Moodus	The American Buckle Co (pan handles and tinnings' trimmings)	West Haven
<b>Steel—Cold Rolled Strip and Sheets</b>		<b>Twine—Seine</b>		<b>Woodwork</b>	
Wallingford Steel Company	Wallingford	Brownell & Co Inc	Moodus	C H Dresser & Son Inc (Mfg all kinds of woodwork)	Hartford
<b>Steel Goods</b>		The Undine Twine Mills Inc	Moodus	<b>Yarns</b>	
Scovill Manufacturing Co (To Order)	Waterbury	<b>Twine—Trot Line</b>		The Ensign-Bickford Co (jute carpet)	Simabury
<b>Stop Clocks, Electric</b>		The Undine Twine Mills Inc	Moodus	<b>Zinc</b>	
The H C Thompson Clock Co	Bristol	<b>Typewriters</b>		The Platt Bros & Co (ribbon, strip and wire)	Waterbury
<b>Studio Couches</b>		Underwood Elliott Fisher Co	Hartford	P O Box 1030	Waterbury
Waterbury Mattress Co	Waterbury	Underwood Elliott Fisher Co	Hartford	<b>Zinc Castings</b>	
<b>Underclearer Rolls</b>		Sonoco Products Co (Climax-Lowell Div)	Mystic	Newton-New Haven Co Inc	688 Third Ave West Haven
<b>Vacuum Cleaners</b>		The Spencer Turbine Co	Hartford		
<b>Valves</b>		<b>Valves—Automatic Air</b>			
<b>Beaton &amp; Cadwell Mfg Co</b>		<b>New Britain</b>			

# Service Section

On account of space limitations, the material and used equipment items offered for sale by Association members have not been classified by sizes or usage best adapted. Full information will be given on receipt of inquiry. Listing service free to member concerns. All items offered subject to prior sale.

## for sale or rent

**FOR RENT.** In Hartford, Connecticut, units of 5,000 to 16,000 sq. ft. in fully sprinklered modern building suitable for light or heavy manufacturing. Elevator, heat, watchman service included in rental. New York, New Haven and Hartford Railroad siding available. Out of flood area. Will rent at reasonable rates. For particulars apply to Billings and Spencer Company, Nelson Smith, 75 Pearl Street, Hartford, or your own broker.

**FOR SALE.** 1 Universal Displayer with five wings, size 26 x 43; also 2 Hooven Typewriters. Make us your best offer. Address S. E. 98.

**EQUIPMENT FOR SALE.** Quantity of line shafting with steel and wood pulleys. Counter shafts with loose pulleys and hangers. No. 14 Rockwood Base. Address S. E. 99.

**FOR SALE.** 100 H. P. Ames Steam Engine direct connected to 2 phase 240 volt Generator, complete with switchboard, transformer, etc. Excellent condition. This unit is reasonably priced for early disposal. Address S. E. 104.

**FOR SALE.** (1) Diesel Engine, one cylinder, 2 cycle "Primm" 35 H.P. 300 RPM Heavy Duty. Complete with air compressor, starting equipment, water and oil pump, clutch, out bearing, in A1 condition. Can be seen running. Address S. E. 105.

**FOR SALE—USED EQUIPMENT.** 1 97" Power Squaring Shear. This was manufactured by Peck, Stow and Wilcox Company, suitable for 16 gauge stock, 1/4 hard and lighter. The other item is an electrically heated oven, capacity of two trucks, each truck approximately 30" wide, 5' 2" long and 6' high; Westinghouse type C heaters; thermostatic control. The inside dimensions of the oven are 69 x 84 x 82. We also have 2 extra trucks. Address S. E. 106.

**FOR RENT** in Plainville, Frame Building 144' x 50'. Sprinkler system, side track facilities, suitable for heavy storage. Plainville Electrical Products Company or your own broker.

## wanted - to buy

**WANTED.** 1 Steam Underwriter's Fire Pump, capacity 750 gallons per minute upward. In answering please quote price and condition. Address S. E. 107.

**WORK WANTED.** Bright Nickel Plating. We are equipped to do volume bright nickel plating of metal parts at reasonable rates. Inquiries will be welcomed. Wallace Brothers, Wallingford, Connecticut, Phone 193.

## employment

**TRAFFIC MAN.** Young man in mid-thirties with 7 years broadly diversified railroad traffic experience and 8 years with private industry engaged in work involving the direction of the field staff and the handling of numerous shipping problems both of railroads and individual shippers, now seeks a new connection in the traffic field, due to the abolishment of his particular branch of the industry with which he has been connected. For further information and interview address P. W. 425.

**BUYER.** Man, qualified by training and experience, seeks situation as supply buyer, "order and price" clerk, or otherwise as employment record may indicate. Address P. W. 427.

**ACCOUNTING EXECUTIVE.** Thoroughly qualified in all phases of general and cost accounting, budgets, finance, office management, insurance, taxes, etc. Competent organizer with constructive and analytical mind. Desires connection where ability can be utilized to good advantage. Christian, university graduate, age 35, married, now employed. For interview address P. W. 428.

**SALESMAN—POSITION WANTED.** Ordinary man having no wonderful talents, of average sales ability and who feels the only thing different about him is his contagious optimism. He wishes to make money for somebody. May I talk with you? For interview and references address P. W. 429.

**YOUNG PRODUCTION MAN.** Young man with high school education and two years' university education as well as commercial course, who has two years' experience as an apprentice and mechanic, desires to further his production experience by doing actual mechanic's work for some Connecticut manufacturer. His former employers rate him 100% on all counts. For interview address P. W. 430.

**CHEMIST.** Young man, age 22, with an A.B. degree in chemistry in the fields of organic and inorganic compounds, desires a position along this line. Anxious to become associated with a concern having possibilities of future advancement. For interview address P. W. 431.

**WANTED WORK WITH A PROGRESSIVE MANUFACTURER.** Inspector of products or time study job as a sound step in knowing your personnel and its problems. High School and U. S. Naval Academy education followed by five years as engineer of destroyers. Three years diesel engine testing and selling, nine years manufacturing die cut paper specialties. Have interviewed, hired and successfully supervised men and women in varied occupations. I am interested in work not in a position. Immediately. For interview address P. W. 432.

**YOUNG MAN.** 1938 college graduate desirous to start at bottom in advertising or publicity department of an industrial concern. Experience as newspaper correspondent and four years as member of college paper staff—Editor-in-Chief 1937-38, Ph.B. degree, age 22, single, American and Protestant. Address P. W. 433.

**EXECUTIVE ACCOUNTANT.** Sheffield Scientific school graduate, class of 1926, seven years with small metal manufacturing firm, five years as treasurer and general manager. Two years controller of large eastern manufacturing plant of machinery manufacturing concern. Unusually broad experience including plant management, office management, trade association work, general accounting, cost accounting (both job and process), budgeting, inventory and production control, statistics, purchasing, shipping, and receiving. Address P. W. 434.

**YOUNG MAN.** High School graduate with 1 year experience as stock, time and billing clerk and one year as salesman desires position in sales or advertising department of Connecticut concern. Son of well known executive. Will accept any work opportunity if choice not available. For interview write P. W. 435.

**FACTORY MANAGER** with over 25 years experience in metal goods manufacturing, having had complete charge of production and management, seeks similar connection where his services would be of value. American born, age 46, married. Can furnish best of references. A personal interview solicited. Address P. W. 436.

**MANUFACTURING EXECUTIVE.** Pressed metal goods. Experienced mechanic and production man. Product design; tooling-up; modern production methods. Capable organizer. Relocate in Connecticut. Address P. W. 437.

Experienced man thoroughly qualified in all phases of manufacturing office procedure is desirous of a position as purchasing agent, office manager, material supervisor, paymaster or personnel director. American, married, Protestant. For further detailed information and interview, address P. W. 438.

**WANTED.** A position as traffic manager, shipping manager or chief clerk by a young man of average ability and a capacity for hard work and a genuine interest in transportation. He has had ten years experience in shipping and is now employed as shipping manager. He has also had special education in transportation and transportation law. For interview address P. W. 439.

**PURCHASING AGENT.** A young married man's services are immediately available, who can qualify to assist or manage a purchasing department. Eleven years purchasing experience, seven years directing the purchasing and stores of a National company with sixteen branch operations and two subsidiary companies. A member of the National Association of Purchasing Agents 1932-1937. Good education. Salary secondary to opportunity. Address P. W. 440.

**TOOL DESIGNER.** Fourteen years experience in model, tool and machine design. Mechanical engineering training. Desires position in product design, tooling and production follow-up to ultimate product. Experience in operation planning, time study, and rate setting, testing of materials and heat treating practices. Address P. W. 441.

**OFFICE MANAGER.** Young man with 10 years experience in office, with thorough knowledge of all office work wishes position as office manager or any other similar all-round job. References furnished. Address P. W. 442.



## *"Our New Treasurer*

### *Pointed out a new way to Production Profits"*

"Workmen's compensation insurance for us has been, in the past, just something to arrange for as a matter of course. Believing all policies somewhat alike, we've never bought protection on the scientific basis that governs most of our purchasing.

"But I'm happy to report that our new treasurer here has had a different idea of what to expect from this type of insurance. And American Mutual, the company he selected, gives an opportunity to put on our books a new kind of profit.

"Part of the profit comes from safety work. Perhaps all insurance companies would like to eliminate accidents—naturally, it reduces their losses—but American Mutual goes further than recommending mechanical guards around dangerous places. They try to *plan* safety—making practical and economical suggestions that not only result in fewer injuries but also cut down our cost of production. This engineering—plus a program of creating safety

consciousness among our employees—has turned a bad accident record into a fine safety record, and will result in a lower premium cost.

"Then, there's the cash dividend opportunity, for American Mutual policyholders have saved each year one-fifth of their insurance costs through dividends which, for fifty years, have been 20% or more. Our dividend, this year, helped considerably in increasing our profits."

Together with opportunities to reduce costs with safety engineering and to share in our earnings, employers can profit through a saving in *men*.

Our specialized medical service is experienced with injuries that occur

in industrial plants and is familiar with requirements of most industrial jobs. We are often able to return men to work where their years of valuable experience can be utilized.

American Mutual, America's first liability insurance company, has branches in 56 principal industrial centers. We also offer opportunity for savings on Automobile, Fidelity Bond, and practically all other lines of liability insurance.

*Admitted Assets: \$34,866,615.84 Liabilities: \$29,443,222.08  
Surplus to Policyholders: \$5,423,393.76 As of Dec. 31, 1937*

Savings even greater than 20% have been regularly made on Fire Insurance, written by our associate, Allied American Mutual Fire Insurance Co.



# American Mutual

## gives a 3-profit opportunity

AMERICAN MUTUAL LIABILITY INSURANCE COMPANY

Home Office: 142 Berkeley St., Boston, Mass.

Send for free booklet, "How Twelve Companies Saved More Than A Million Dollars", describing this lowest net cost insurance. Branches in 56 of the Country's Principal Cities, including: Bridgeport, Conn., Newfield Building, 1188 Main Street—Hartford, Conn., 12 Haynes St.



**The Right Place  
at the Right Time**



*By Telephone*

THE SOUTHERN NEW ENGLAND TELEPHONE COMPANY

**D  
W  
O**

**LOCKWOOD & BRAYLLIE  
& BRAYNSON INC.**

ADVERTISING ART  
PHOTO ENGRAVING

HARTFORD, CONN.

When next you need  
**GOOD PRINTING**  
call on us for help.  
The Case, Lockwood  
& Brainard Company  
Hartford, Connecticut

